ROYAL EDITION

The Times

BRITISH MOTOR NUMBER GRATIS

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THE TIMES, Tuesday, April 1, 1930

The CHARGE for ANNOUNCEMENTS of BIRTHS, MARRIAGES, and DEATHS (authenticated by name and permanent address of the sender) is ONE GUINEA for three lines or less and FIVE SHILLINGS for each additional line or part of a metre. The charge for IN MEMORIAM NOTICES is TWELVE SHILLINGS and SIXPENCE for three lines or less and THREE SHILLINGS and SIXPENCE for every additional line. A special rate for five-and ten-word memoriams can be obtained on application. In order to avoid incorrect quotations in "Death" and "In Memoriam" announcements readers are asked to indicate their wishes. In the case of modern verse the author's permission should first be obtained. Announcements may be sent to "The Times" Office, Printing House square, London, E.C.4, to "The Times" Berlin Office, 72, Kaiserdamm, Berlin, W.19, to "The Times" Book Club, 42, Wigmore-street, London, W.1, to "The Times" District Office, 95, Bishopsgate, Glasgow, or to the Bureau du Times, 5, Chaussée d'Antin, Paris. For Small Advertisement Index see last column of this paper.

Subscribed Marriages in Court Dress, Three Guineas for five lines or less and Twelve Shillings and Sixpence for each additional line.

Subscription rates for "The Times" for one year—£4 12s. Inland, £5 4s. Foreign.

BIRTHS

ADAMS.—On March 30, 1930, at Missionary Guest House, Selly Oak, Birmingham, to MAUD (nee Atkinson), the wife of D. T. ADAMS, of Achimota, Gold Coast—a daughter.

ADEANE.—On March 30, 1930, at 60, Oakley-street, Chelsea, to JOYCE, wife of ROBERT ADEANE—a son.

BELLVILLE.—On March 29, 1930, at 47, Catherine-street, Westminster, to AUDREY, wife of ANTHONY BELLVILLE—a daughter.

BRACHER.—On March 27, 1930, at Miramount, Leeds-road, to DOROTHY (nee Webster-Lewis), the wife of PHILIP BRACHER—a son.

BROWN.—On March 29, 1930, at The Chalet, Westcott-road, Aspley, Scunthorpe, Lincolnshire, to LESLEY (nee Davy), wife of OSCAR C. BROWN—a daughter.

BROWNE-WILKINSON.—On March 30, 1930, to RUPERT and MOLLY BROWNE-WILKINSON—a son.

CARMICHAEL.—On March 29, 1930, at 19, East Heath-road, Hampstead, to DR. and MRS. E. ARNOLD CARMICHAEL—a son.

COLE.—On March 27, 1930, to the Rev. G. L. and Mrs. COLE, of Ash Rectory, Surrey—the gift of a son.

DAY.—On March 28, 1930, at Cambridge, to DOROTHY MURIELLE (Dolly), wife of G. LEWIS DAY, of Headingford Abbots, Hunts—a daughter.

EVANS.—On March 30, 1930, at "Lansdowne," Portsmouth-avenue, Thames Ditton, to "BILLIE," the wife of T. CWMANNE EVANS, the gift of a daughter (JANET Ann).

FITCH.—On March 31, 1930, at 9, Grosvenor-hill, Wimbledon Common, to HELEN, wife of ARTHUR F. FITCH—a daughter.

GARDNER.—On March 31, 1930, at Hove, to JOAN (nee Crawford), wife of HAROLD GARDNER, 96, The Drive, Hove—a daughter.

GOULDER.—On March 28, 1930, at a nursing home, Dawnay (nee Barton), wife of DOUGLAS R. GOULDER, of 18, Bucklersbury, E.C.—a daughter (MAUREEN), who only survived her birth 24 hours.

GREENALL.—On March 31, 1930, at North Court, Westminster, to GWEN, wife of BENSON GREENALL—a daughter.

HALES.—On March 28, 1930, at More House, Wivelsfield, Sussex, to GLADYS (nee Ratcliffe), wife of ROBERT L. HALES—a daughter.

HARRISON.—On March 30, 1930, at 33, Addison-road, W.14, to MARGARET (nee Buchanan), wife of G. E. HARRISON—a daughter.

HEWER.—On March 29, 1930, at 32, Park Village East, Regent's Park, to PHOEBE (nee Champney), wife of C. LOCKTON HEWER, M.B.—a son.

HUME.—On March 30, 1930, at Ampton Hall Barn, St. Edmunds, to SYBIL, wife of CAPTAIN TREVOR HUME—a daughter.

JAMES.—On March 30, 1930, to JULIA MARY, wife of HERBERT BASIL JAMES, Nigerian Political Service, Ogbaan, Eden Bridge, Kent—a son (DAVID).

KEITH.—On March 30, 1930, at West Barsham Hall, Norfolk, to KATHLEEN, wife of J. A. KEITH—a son.

LERMITTE.—On March 29, 1930, to ANNE (nee Buttington), wife of AUBREY MASKALL LERMITTE, 3, Waldegrave gardens, Strawberry Hill, Middlesex—a son.

LIDDELL.—On March 29, 1930, at 42, Elm Park-gardens, S.W., to GRIZ LIDDELL—a daughter.

MORRICE.—On March 31, 1930, at 3, Queen's-maisions, to MARY (nee Bradbury), wife of W. KYRLE Y. MORRICE—a son.

PADDON.—On March 30, 1930, at "Norton," The Close, Wallington, to MARION, wife of SEYMOUR W. PADDON—a son.

RICE-JONES.—On March 27, 1930, at a nursing home, 19, Montpelier-row (nee Bosworth), wife of A. P. RICE-JONES, D.S.O., The Cottages, 101, Worple-road, Wimbledon, S.W.20—a son.

STATON.—On March 29, 1930, at Kenbane Cottage, Parkhill, Northwood, Middlesex, to NORAH (nee Wadham), wife of FLIGHT-LIEUTENANT W. E. STATON, M.C., D.F.C.—a son.

WARR.—On March 29, 1930, at Bristol, to MARJORIE and JOHN WARR—a son.

WELD BLUNDELL.—On March 29, 1930, at Bournemouth, to ALICE, wife of JOHN WELD BLUNDELL, of Ince Blundell Hall, Lancashire—a daughter.

WENHAM.—On March 30, 1930, at 39, Connaught-square, W.2, to MARY (nee Cambridge), wife of ERIC H. WENHAM—a daughter.

MARRIAGES

BIRD : TIZZARD.—On March 31, 1930, at The Oratory, Brompton-road, FREDERICK HAROLD BIRD, of Bree's Bridge, Kenya Colony, to AGNES SPENCER TIZZARD, of 60, Cromwell-road, London.

DENNEY : COMLEY.—On March 29, 1930, at Christ Church, Bexhill-on-Sea, by the Rev. A. John Thorpe, ERIC CHARLES, third and youngest son of the late ERNEST E. DENNEY and of Mrs. M. J. Denney, of 40, Wickhamway, Beckenham, to DORIS, elder daughter of CAPTAIN and Mrs. COMLEY, of Barvick, Cedars-road, Beckenham.

FRASER : GREGORY.—On March 12, 1930, at St. Thomas's Church, Dehra Dun, India, CAPTAIN IAN ROBERT FRASER, The Queen's Own Cameron Highlanders, elder son of Mr. and Mrs. R. D. Fraser, 4, Snowdon-place, Stirling, to GWENDOLYN, youngest daughter of the late Mr. and Mrs. C. M. GREGORY, of Bhirpur Cantonment, Dehra Dun, India.

GARDNER : STEWART.—On March 29, 1930, at All Saints' Church, Kenley, JAMES GEARY, younger son of Mr. and Mrs. H. Geary Gardner, of The Mount, Kenley, Surrey, to MARY RAMSAY, younger daughter of Mr. and Mrs. ALLAN STEWART, of Bonally, Kenley. (China papers, please copy.)

HENROTIN : JUNG.—On March 22, 1930, at the Church of the Redemption, Cannes, FERNAND, son of the late VICTOR HENROTIN and Mrs. Henrotin, M.B.E., of Sceaux (Seine-Inférieure), to SYLVIA, only daughter of MONSIEUR et MADAME JUNG, of Le Havre.

MERTON : SAYN-WITTGENSTEIN-BERLEBURG.—On March 28, 1930, at Frankfurt a/Main, RICHARD MERTON, to ELIZABETH, PRINCESS OF SAYN-WITTGENSTEIN-BERLEBURG and of LOEWENSTEIN-WERTHEIM-FREUDENBERG.

SIMPSON : NICOL.—On March 31, 1930, at St. Giles-in-the-Fields, London, Dr. J. E. A. SIMPSON, of Southampton, to DR. JANET C. NICOL, of Keith, Banffshire.

STRONG : BOUGHTON.—On March 29, 1930, in London (quietly, on account of mourning), JOHN OWEN STRONG, son of the late Albert A. Strong and of Mrs. Strong, of Highgate, to RUBY BOUGHTON, daughter of Mr. and Mrs. Richard Boughton.

WILLIS : SAMUEL.—On Monday, March 17, 1930, at Toronto, Canada, by the Rev. Maurice Elsendrath, BERNARD WILLIS, M.D., younger son of Mr. and Mrs. M. L. Willisky, to FLORENCE MAY, younger daughter of Mr. and Mrs. SIDNEY SAMUEL.

DEATHS

ANDERSON.—On March 29, 1930, at 32, Drumsheugh-gardens, Edinburgh, ANNA MARIA JANE, eldest daughter of the late PETER ANDERSON, of Inchyra Grange, Polmont, Stirlingshire.

ARMIT.—On March 31, 1930, at Hampstead, N.W., MARY ANN ARMIT, widow of T. Napier Armit, of Trinity, Edinburgh.

BAKER.—On March 28, 1930, suddenly, at Barking, Garrison-lane, Felixstowe, HARRIETT BAKER, widow of the Rev. C. Baker, R.D. Service (Communion) at St. John's, Felixstowe, to-day (Tuesday), at 11, and interment at Barking at 2.30 same day.

BENNETT.—On Sunday, March 30, 1930, at Grove-street, Wantage, Berks, FREDERICK HENRY BENNETT, aged 75 years. Funeral at Wantage Cemetery to-morrow (Wednesday), 2 o'clock.

BROS.—On March 29, 1930, at a nursing home, after an operation, JANET, dearly loved wife of ALWYN BROS, of 31, Albion Park-gardens, and daughter of George and Harriet Wall, of 15, Walpole-street, Chelsea. Funeral at Golders Green Crematorium to-morrow (Wednesday), at 3 o'clock. (Flowers to Ashton, 235, Fulham-road.)

BULMER.—On March 30, 1930, at 28, Pembroke-avenue, Hove, Sussex, JOHN HENRY BULMER, J.P., formerly of Rotherithe and Lewisham, beloved husband of Jessie Ann Bulmer, aged 74. Funeral arrangements will be announced later.

CALDWELL.—On March 28, 1930, EDMUND CALDWELL, 2, Primrose-hill Studios, N.W. Funeral at Golders Green Crematorium to-morrow (Wednesday), at 1 o'clock. (AMENDED NOTICE.)

CAMPBELL.—On March 29, 1930, at Old Hunstanton, GEORGINA JANE CAMPBELL, M.B.E., wife of the late Rev. W. F. Campbell, aged 81. Funeral at 10 a.m. to-day (Tuesday), at Kintbury, Berks.

CAVAN-IRVING.—On March 27, 1930, at Burnfoot, Renfrehan, HERBERT CAVAN-IRVING, C.B.E., Convener of Renfrewshire, in his 76th year.

CHALK.—On March 29, 1930, at Sutton Courtenay, HENRY PRICHARD CHALK, aged 61. Funeral at Sutton Courtenay at 2.30 p.m. to-day (Tuesday).

CHANNER.—On March 29, 1930, from a motor-cycle accident, MICHAEL LACEY, the dearly loved son of F. F. R. CHANNER, Indian Forest Service, and of Mrs. Channer, of 52, Binswood-avenue, Leamington, aged 17.

CLERQUE.—On March 28, 1930, suddenly, at Waterbury Conn., U.S.A., BERTRAND J. CLERQUE, of Waterbury, U.S.A., beloved husband of Margaret Rodon Clerque.

COLDSTREAM.—On March 29, 1930, at Banns, N.W.F.P., India, GEORGE DAVID, infant son of CAPTAIN and Mrs. COLDSTREAM.

CORRIE.—On March 28, 1930, at 27, Torrington-place, Plymouth, ALFRED THOMAS "CORRIE," Fleet Surgeon, Royal Navy (Retired).

DANIEL.—On March 30, 1930, at a nursing home in London, EMILY GERTRUDE DANIEL, of Chilton Lodge, Ramsgate, widow of Arthur Henry Daniel, and daughter of the late Henry Curling, aged 74. Funeral at Holy Trinity Church, Ramsgate, on Thursday, April 3, at 2.30.

DIXON.—On March 30, 1930, at 135, Jamaica-road, Bermondsey, JOHN DIXON, M.D., J.P., aged 97.

DEATHS (continued)

DOWDING.—On March 28, 1930, at Singleton, Alverstoke, Hants, suddenly, of pneumonia, FLORENCE MARY, widow of GENERAL T. W. DOWDING, Royal Marines. Service and cremation at Woking to-day (Tuesday), at 11 a.m. Interment, St. Mark's, Alverstoke, at 3 p.m. No flowers, except from relations and great friends. (Australian papers, please copy.)

DUCAT.—On March 30, 1930, at Denton Dene, 44, Sutton Court-road, Chiswick, HELEN MELIORA, the loved wife of Col. A. D. DUCAT, D.S.O., T.D., M.B., and eldest daughter of the late Mr. W. H. E. Jackson, C.C., of Spring-grove, Isleworth. Service at Christ Church, Turnham Green, at 12 noon on Thursday, April 3. Interment Chiswick Cemetery, 12.45 p.m.

DURLACHER.—On March 29, 1930, at 22, St. James's Court, S.W.—CONNIE, wife of ALFRED PHILIP DURLACHER. Interment private, at Cuckfield, Sussex. Flowers to Garston's, Wigmore-street, W.

ELLIOTT.—On March 28, 1930, at the Sanatorium, Frimley, after a long and painful illness patiently borne, GWENDOLEN JANE ELLIOTT, daughter of William Scott-Elliott. Greatly loved and deeply mourned.

FRANCIS.—On March 28, 1930, at Medina, Torquay, MATILDA, youngest daughter of the late WILLIAM FRANCIS.

GLEN.—On March 30, 1930, at 26, Queensborough-terrace, W.2, ARTHUR WALLINGTON GLEN, late of 33, Davies-street, W.1, and Virginia Water, in his 79th year. Funeral at Virginia Water to-morrow (Wednesday), 2.30.

GOODYEAR.—On March 30, 1930, at 4, Devonshire-place, Birkhead, RICHARD, husband of CHARLOTTE TREVOR GOODYEAR, aged 57 years. No flowers, by special request.

GROSVENOR.—On March 29, 1930, at 33, Northolme-road, N.5, EDMOND THOMAS GROSVENOR. Funeral service at St. Augustine's, Highbury, to-morrow (Wednesday), 3 p.m.

HARCOURT-SMITH.—On March 28, 1930, at Kensington, after an operation, HERBERT HARCOURT-SMITH. Funeral service, to-day (Tuesday), at All Saints', Notting Hill, at 2.30 p.m., leaving 10, Longridge-road, Earl's Court, at 2 p.m. Interment at Kensal Green Cemetery.

HASLAM.—On March 28, 1930, at Willowbourne, Taunton, LUCY EMMA HASLAM, second daughter of the late James Haslam, of Reading, aged 91.

HOLMES.—On March 29, 1930, at 2, St. Aubyns, Hove, Sussex, after a long and painful illness most patiently borne, JOHN CAMM HOLMES, Solicitor, of 33, Clement's-lane, E.C., the dearly beloved husband of Isabel Holmes, aged 68. Funeral at Shirley Churchyard, Croydon, to-day (Tuesday), at 3 o'clock.

HORNBY.—On March 30, 1930, at Westgate-on-Sea, RACHEL HORNBY (RAY), for 35 years devoted friend and nannie to the family of the late R. F. Sandon, aged 73.

HOSKEN.—On March 30, 1930, ANNIE ELLEN, devoted wife of LEOPOLD EDWIN HOSKEN, of Hillybands, Weston Park, Bath. Funeral at Golders Green Crematorium to-morrow (Wednesday), at 3.30 p.m. Flowers to Mills and Sons, 31, Cambridge-place, W.2. Padd. 6173, 6386, 1585.

HUNT.—On March 29, 1930, at 25, Fonnereau-road, Ipswich, FRANCES ANN HUNT, formerly Matron of the Darlington Hospital, aged 81 years.

HURRELL.—On March 26, 1930, at King Edward VII. Hospital, Mss. ANN HURRELL, of 76, Frances-road, Windsor, aged 96.

JOHNSON.—On Sunday, March 30, 1930, of pneumonia, at Ashton Hayes, Chester, ERNEST JOHNSON, dearly loved husband of Violet Seymour Johnson, and second son of the late John Thewlis Johnson, of Oakhurst, Ambergate, aged 39. Funeral at Ashton Hayes Church, Thursday, April 3, at 3 p.m.

KITSON.—On March 29, 1930, ELIZABETH KITSON, of 18, King's-avenue, Muswell Hill, N. Funeral service at St. George's Church, Priory-road, Hornsey, to-morrow (Wednesday), at 11 a.m. Flowers may be sent to Mills and Sons, 31, Cambridge-place, W.2. 'Phone: Paddington 6173, 6386, 1585.

LAMB.—On March 30, 1930, suddenly, at Garden Cottage, Windlesham, Surrey, JOHN DESMOND LAMB, aged 51. Funeral Windlesham Parish Church to-morrow (Wednesday), at 12.15. (Madras papers, please copy.)

LAWTON.—On Sunday, March 30, 1930, at The Red House, Hagley, ELLEN BEATRICE LAWTON, youngest daughter of the late Richard Lawton, in her 77th year. Funeral to-morrow (Wednesday).

LINDSEY-RENTON.—On March 29, 1930, at Dovers Lodge, Reigate, LESLIE STUART, beloved husband of ELSIE GLADYS LINDSEY-RENTON and elder son of George Henry and the late Mrs. Lindsey-Renton, of Dovers Lodge, Reigate. Funeral at Sidlow Church, near Reigate, to-morrow (Wednesday), at 2.30 p.m. Train leaves London Bridge 12.58; cars at Reigate Station.

MACKAY.—On March 29, 1930, very suddenly, at Kington Langley, Chippenham, KATIE, the dearly beloved wife of MAJOR GEORGE MACKAY. Funeral at Kington Langley, to-morrow (Wednesday), at 2.30 p.m.

MACKINTOSH.—On March 30, 1930, suddenly, at Camberley, ELIZABETH ROSE, widow of DUNCAN MACKINTOSH, late of 79, Lancaster-gate. Funeral at Hertingfordbury, Herts, 2.30 p.m. on Thursday, April 3.

MELTZER.—On March 28, 1930, suddenly, at his home, 6b, Montagu-mansions, London, W.1, THOMAS R. MELTZER (C.Col. Tom"). Cremation, Golders Green, 11 o'clock, to-morrow (Wednesday); cortège leaving 51, High-street, Marylebone, 10.30.

MITCHELSON.—On March 30, 1930, in London, ELLEN ADELAIDE, wife of the late THOMAS MITCHELSON, of Pickering and Sandsend, Yorks. Funeral, St. Leonards-on-Sea, to-morrow (Wednesday). Flowers to Mrs. Mayhew, 84, Leonards.

NASH.—On Sunday, March 30, 1930, at a nursing home, of peritonitis, VIOLET MARY, eldest loved daughter of Mr. and Mrs. H. B. Nash, of Bickley, Kent. Funeral service at St. Luke's Cemetery, Bromley, to-morrow (Wednesday), at 3.30 p.m.

NOWELL.—On March 29, 1930, LUCY HELEN, beloved wife of ARTHUR T. NOWELL, of 1, St. Mary Abbott's-place, Kensington, W.8. Funeral service at Golders Green Crematorium to-day (Tuesday), at 4 p.m.

NOWILL.—On March 30, 1930, after an operation, REV. MARY PARRY, wife of ERNEST SPENCER NOWILL, of Cheam, and eldest daughter of Mr. and Mrs. Hickman, of Sutton. Funeral Benhilton Church, Sutton, to-morrow (Wednesday) 12.15. Flowers to 6, Parkroad, Cheam. No mourning, by request.

OSMAN.—On March 30, 1930, at his home, Apsley House, Cambridge Park, Leytonstone, LIEUT.-COL. ALFRED HENRY OSMAN, O.B.E., aged 65. Funeral Manor Church, Buckhurst Hill, Essex, Gate, Forest 5, at 3 o'clock. Service St. John's Church, Leytonstone, 2.15.

PLUMMER.—On March 28, 1930, in a nursing home, ADA PLUMMER, widow of William Brett Plummer, R.I.P.

PULLEINE.—On March 28, 1930, at Oswald House, Coalbrookdale, EVANGELINE ANNA, dearly loved wife of JOHN JAMES PULLEINE.

REEVES.—On March 30, 1930, at "Denacre," Two Daisy, Matlock, EDWARD HENRY REEVES.

ROBINSON.—On March 30, 1930, at Hawthornden, Wynberg, South Africa, ELIZABETH, Lady Robinson, widow of Sir JOSEPH B. ROBINSON, Bt. Deeply regretted.

SCOTT.—On March 29, 1930, suddenly, at Lee-on-Solent, HAROLD HENRY SINCLAIR SCOTT, of Woodcliffe, St. Laurence, Isle of Wight, elder son of the late R. Sinclair Scott, of Burnside, Largs, Ayrshire, aged 55 years.

SOTHAM.—On March 30, 1930, AMELIA SOTHAM, of Hazelwick, Horley, Surrey, widow of George Sotham, of Gatwick Manor, aged 79. No flowers.

STABLE.—On Saturday, March 29, 1930, at the Vicarage, Newton-on-Trent, HELEN KATHARINE STABLE, second beloved daughter of the Rev. S. M. and the late Mrs. Stable.

TILBURY.—On March 30, 1930, at Heather Cottage, Battle, Sussex, WILLIAM ROBERT TILBURY, also of 47, Frampton Park-road, Hackney, London, aged 77.

TRAVIS.—On March 30, 1930, in a nursing home at Harrogate, ALLEN CUTTRELL TRAVIS, Barrister-at-Law, only surviving son of the late T. H. Travis, Stipendiary Magistrate of Hull.

TURNER-FARLEY.—On March 29, 1930, at 5, Bramcote-road, Putney, S.W., suddenly, of pneumonia, MARY ISOBEL GWENDOLINE, widow of THOMAS MACNAUGHTON TURNER-FARLEY, of Wardhaw Hall, Melton Mowbray. Funeral Putney Vale Cemetery, to-morrow (Wednesday), at 11.30 a.m.

VERNEDE.—On March 31, 1930, at The Paper Mill, Standon, Herts, CAROLINE HOWARD, widow of R. E. VERNEDE.

VON SCHEY.—On March 29, 1930, at Kövecses, Czechoslovakia, EVELINA, widow of BARON PAUL VON SCHEY and beloved sister of Laura Waley, of Broadfield, Crawley.

WATSON.—On March 9, 1930, in California, WILLIAM PILKINGTON, elder son of the late REV. RICHARD PILKINGTON WATSON, M.A., Rector of Capenhurst, Cheshire. R.I.P.

WEST.—On March 30, 1930, at Roehampton, ALFRED THOMAS, eldest son of the late ALFRED THOMAS WEST, of Ilkley.

WESTON.—On March 21, 1930, at Aldershot, LIEUTENANT-COLONEL WALTER JOHN WESTON, D.S.O., R.A.M.C., youngest son of the late Major A. Weston, 5th Lancers, aged 48.

WHITEHURST.—On Sunday, March 30, 1930, suddenly, at 74, West-hill, St. Leonards-on-Sea, ANNIE TEMPLE WHITEHURST, youngest daughter of the late Rev. John Whitehurst, of Farnborough Rectory, Wantage, Berks. Funeral, to-morrow (Wednesday), 2.30 p.m., All Saints, Farnborough.

WILKINSON.—On Monday, March 31, 1930, at Deepdene, Bathampton, Bath, WILLIAM HENRY WILKINSON, Kt., late H.M. Consul-General, Hankow, aged 71. Funeral to-morrow (Wednesday), at Bathampton Church, at 3 o'clock.

WOLSELEY-BOURNE.—On Monday, March 31, 1930, BLANCHE ANNE, wife of MAJOR J. F. WOLSELEY-BOURNE, of Kenya, and eldest daughter of Mrs. B. R. Crouch, of Burnham-on-Crouch. Funeral, Highgate Cemetery, Thursday, April 3, 2.30 p.m.

WOODFORDE.—On March 31, 1930, at 1, Wolverton Mansions, Ealing Common, ALFRED POWNALL WOODFORDE, M.E.C.S., aged 78.

IN MEMORIAM ON ACTIVE SERVICE

BRASS.—To the dear memory of EWART STANLEY, 2nd Lieut., R.A.C., killed in action near Arras April 1, 1917. Also of WILLIAM HOMERSH, Capt., 120th London Regt., who died April 23, 1924, the beloved sons of Mr. and Mrs. R. B. Brass.

DILBEROGLUE.—In proud memory of our son AUGUSTUS DILBEROGLUE, Lieut., 3rd (King's Own) Hussars, who fell at Domart, near Amiens, on April 1, 1918; also of his beloved brother RICHARD, who fell at Cinchy, on the Somme, on Sept. 15, 1916.

FAIRLIE.—To the glorious and beloved memory of TEMPORARY MAJOR EDWARD FAIRLIE, 7th, attd. 17th, King's Royal Rifles, killed while commanding his battalion near Marcelcave, France, on March 30, 1918.

KITSON.—In memory of a beloved son and brother, GEORGE BERDOE KITSON, 1st Batt., H.A.C., died at Le Touquet, April 1, 1915, aged 21.

BOYD-CARPENTER.—In grateful memory of the REV. A. B. BOYD-CARPENTER, M.A., late Rector of St. Olave's, Hart-street, Mark-lane, and Chaplain-in-Ordinary to H.M. the King, who died April 1, 1917.

BURNHAM.—In loving memory of my dear husband, GEORGE BAIRD BURNHAM, departed this life at Ventnor on Palm Sunday, March 31, 1912.—R.I.P.

HILLS.—In loving memory of FREDERICK GEORGE HILLS, Easter Monday, April 1, 1918.

IN MEMORIAM (continued)

LAURIE.—In ever-loving memory of DAVID EDWARD LAURIE, who passed away Easter Sunday, 1923.

MARCUS.—In ever-loving memory of SIMON MARCUS, April 1, 1922.

MUNTZ.—In loving remembrance of WILLIAM STEPHEN MUNTZ, D.D., LL.D., who died April 1, 1925.

SALAMAN.—In loving memory of MYER SALAMAN, of Wentworth House, Mill Hill, who died April 1, 1856.

SCOTT-SCOTT.—In loving memory of SYBIL SCOTT-SCOTT, M.A., daughter of William Scott-Scott, who died at Leysin, Switzerland, on Oct. 30, 1923. Greatly loved and deeply mourned.

STUTFIELD.—To the ever-living memory of HUGH EDWARD MILLINGTON STUTFIELD, dear husband of JOAN STUTFIELD, who passed on to the Spirit-life April 1, 1929, in his 71st year.—JOAN, GEOFF, "RENE."

"Eternal process moving on,
From state to state the spirit walks;
I know transplanted human worth
Will bloom to profit, otherwhere."
"In Memoriam," Tennyson

"In the buds of your lives is the sap of my leaves: ye shall live and not die."—"Hertha," Swinburne.

TRENERRY.—In loving and ever-present memory of EDGAR HAROLD TRENERRY, who died April 1, 1929.

WM. WHITELEY, Ltd.—FUNERALS or CREMATIONS in Town or Country. Monumental work. Catalogue free.—Queen's-road, W.2. Telephone, Park 1234.

BROOKWOOD CEMETERY.—The Cemetery Beautiful (Estd. 1852). Illustrated Brochure Post Free.—The London Necropolis Co., 121, Westminster Bridge-rd.

J. H. KENYON, LTD., FUNERAL FURNISHERS, CREMATORS, EMBALMERS, 45, 47, Edgware-road, W.2. Padd. 2965. 12, Church-street, Kensington. Western 0757. Est. 1830. Undertakers to Royalty.

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DAFFODILS, good varieties, 6d. doz., carriage paid.—Dodgson, East Bergholt, Suffolk.

N.S.P.C.C. Saves nearly 300 children daily from ill-treatment and neglect. Helps us to fight their battles! Please support this work of mercy. Send now.—William J. Elliott, Director, Leicester-square, W.C.2.

OLD MASTERS WANTED for the American Market, PORTRAITS of the late 18th CENTURY ENGLISH SCHOOL particularly liked, but any good subject entertained, provided the picture is by an accepted Old Master and of at least four figures value. Capital practically unlimited.—Write Box T.1756, The Times, E.C.4.

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COLLOQUIAL FRENCH.—Course of 12 private lessons with Madame (Diplôme) with wonderful results.—Write Box T.1832. The Times, E.C.4.

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O.D. N.B., A.1., R.S.V.P., J.A.

YOUNG non-resident GOVERNESS (University) requires RE-ENGAGEMENT, London; all subjects; excellent references.—Write Box G.1073, The Times, E.C.4.

LADY, unable to use her STANDARD Saloon next three months, desires to hire same out to capable driver; £40 three months from May 1st.—Write Box G.1077, The Times, E.C.4.

WANTED, TWO good well FURNISHED PRIVATE ROOMS for middle-aged gentlewoman, with board and attendance, in quiet (rural) part, Sussex or Surrey; permanency; 3-3 guns. inclusive.—Write Box G.1076, The Times, E.C.4.

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MAKE ENGLAND BEAUTIFUL by dedication of Roadside Remembrance Tree/s, Seat/s, Symbolic Sculpture, &c.—Write Roads of Remembrance, 47, Victoria-street, S.W.1.

DEVON—TEIGNMOUTH.—Attractive detached COTTAGE for SALE; large lounge, dining room; three bed rooms, bath room; labour-saving; gas, main water, drains; sunny, sheltered, select part.—Write Owner, Box T.1765, The Times, E.C.4.

CAPT. J. C. THORNTON has for SALE TWO young bitches of his well-known WHITE WEST HIGHLANDS, aged 18 months. These dogs are bred for sport and companionship, no shooting, and are hardy pure-bloods. Purchaser must guarantee kindness and good home.—Write to 25, Old Steine, Brighton.

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LAWN TENNIS COACHING by Davis Cup player; own courts; assistant lower fees.—C. E. von Brandis, 32, Earl's Court-square, S.W.5.

ARE YOU TOO STOUT?—Wonderful method of reducing by drugs, massage, dieting, or appliance. Hours 10-5. Saturdays expected.—Square, 87, Victoria-street, London. (Victoria 4048.)

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WILL ANYONE HELP a City Clerk of 17, son of ex-service man, to redeem his past?—Full particulars, in confidence, from Hon. Sec., J. E. Dept., British Legion, 9, Upper Belgrave-street, S.W.1.

DO your SHOPPING and TRAVEL through AIDES-DE-CAMP, Limited, 12, Quadrant-arcade, Regent-street, W.1.—The Corps of Retired Officers of all branches of His Majesty's Forces.

PARTNERSHIP.—Private School for 30-40 Boys, close to London, on main line; Freehold, including own playing fields. Sound business; must have proper qualifications and capital.—Write Box G.1068, The Times, E.C.4.

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Beginning with the "Makola" from London April 4, Marseilles April 11, the P. & O. fortnightly mail steamers will take passengers and cargo through to Brisbane without trans-shipment.

P. & O.

(Under Contract with His Majesty's Government.)

BOMBAY AND KARACHI.

Ship.	Tons.	Commander.	London.	M'seilles.
†Viceroy of India	19,700	Ohlson	—	Apr. 4
Makola	11,000	Browning	Apr. 4	Apr. 11
*Kaiser-i-Hind	11,500	Headlam	Apr. 11	Apr. 18
Ranpura	16,600	Furlong	Apr. 17	Apr. 25
*Macedonia	11,000	Morton	Apr. 25	May 2
Naldera	16,000	Harrison	May 2	May 9
†Comorin	15,000	Cartwright	May 9	May 16
Morea	11,000	Holland	May 16	May 23
*Razmak	11,000	Thornton	May 23	May 30
Narkunda	16,500	Parker	May 30	June 6
†Malwa	11,000	Britton	June 6	June 13
Rajputana	16,000	Cadle	June 13	June 20
*Rawalpindi	16,600	Stringer	June 20	June 27
Mooltan	21,000	Townshend	June 27	July 4

FORTNIGHTLY TO AUSTRALIA.
From London and Marseilles.

Malda	21,000	Browning	Apr. 4	Apr. 11
†Moldavia	16,000	Min	Apr. 17	Apr. 24
Naldera	16,000	Harrison	May 2	May 9
†Mongolia	16,500	Rhodes	May 16	May 22
Narkunda	16,500	Parker	May 30	June 6
Wathay	15,000	Griffin	June 13	June 19
Mooltan	21,000	Townshend	June 27	July 4
*Benalgo	15,000	Wyatt	July 11	July 17

‡ Taking also 3rd cabin passengers for Australian ports.
*Taking one class only at 3rd-cabin rate.

COLOMBO AND CALCUTTA.
"One Class" Service at Special Fares. Calls Southampton.

Behar (cargo)	6,000	—	Apr. 11	—
†Novara	7,000	Ward	Apr. 25	—
†Nankin	7,000	Jack	May 9	—

Taking passengers for † Malta. ‡ Port Sudan.

CEYLON, STRAITS, CHINA, JAPAN.
Fortnightly Direct Service, calling at Southampton.

Khiva	9,000	Dickinson	Apr. 3	—
Ranpura	16,600	Furlong	Apr. 17	Apr. 25
Karmala	9,000	Rollo	May 1	—
Morea	11,000	Holland	May 16	May 23
Kalyan	9,000	Cochrane	May 29	—

BRITISH INDIA.

(Under Contract with the Government of India.)

BOMBAY, PORT OKHA, AND/OR BEDI BUNDER (JAMNAGAR) AND KARACHI.

Ship.	Tons.	Antwerp.	Mid'sbro.	LONDON
*MUNDRA	7,275	Apr. 12	Apr. 9	Apr. 10
*WARFIELD	6,060	Apr. 26	Apr. 30	Apr. 30
*HATIPARA	8,182	May 24	May 21	May 31
*A STEAMER	—	June 14	June 11	June 21

* Cargo Steamer.

COLOMBO, MADRAS, AND CALCUTTA.

Ship.	Tons.	Antwerp.	Mid'sbro.	LONDON
†MERKARA	8,286	—	—	Apr. 5
MARCHA	8,278	Apr. 2	Apr. 12	Apr. 10
MANORA	7,888	Apr. 16	Apr. 26	May 3
MORVADA	8,193	Apr. 30	May 10	May 17

† Calls Port Sudan.

PORT SUDAN, ADEN, AND EAST AFRICAN PORTS.

Ship.	Tons.	Antwerp.	Mid'sbro.	LONDON	M'seilles.
MODASA	9,070	—	Apr. 5	Apr. 11	Apr. 19
MADURA	9,077	Apr. 19	Apr. 30	May 9	May 17
MATANA	9,067	May 17	May 28	June 6	June 14
MALDA	8,900	June 14	June 25	July 4	July 12

QUEENSLAND.

Ship.	Tons.	Mid'sbro.	Immingham.	LONDON
A STEAMER	—	—	—	—

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Manager, F. H. GROSVENOR.
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Regular Four-weekly Passenger Sailings from Southampton to NEW ZEALAND AND AUSTRALIA.

VIA PANAMA CANAL.

Single-berth Cabins and Bath-room Suites.

Ship.	Tons.	SOUTHAMPTON
RANGITATA (new motor vessel)	17,000	Apr. 11
RANGITANE (new motor vessel)	17,000	May 9
ROTORUA	12,500	June 6
*REMUERA	11,500	June 13
RANGITIKI (new motor vessel)	17,000	July 4

* Via Suez.

Apply the N.Z.S. Co., Ltd. (J. R. Westray & Co., Ltd., Agents), 138, Leadenhall-street, E.C.3 (Tels., Avenue 5220), or the Trans-Pacific Passenger Agency, Ltd. (W. L. James, General Manager), 14, Cockspur-street (first floor), London, S.W.1 (Tele., Regent 6724).

UNION S.S.Co. of NEW ZEALAND.

TO NEW ZEALAND AND AUSTRALIA.
By any Atlantic Line to Canada or U.S.A., thence via VANCOUVER or SAN FRANCISCO.

	From † Vancouver.	From † San Francisco.
MARAMA	—	April 19
NIAGARA	April 20	—
TAHITI	—	May 14
AORANGI	May 28	—

† Canadian-Australasian Line via Honolulu, Fiji, and Auckland to Sydney. † Union Royal Mail Line via Tahiti, Rarotonga, Wellington to Sydney.
Apply the Trans-Pacific Passenger Agency, Ltd. (W. L. James, General Manager), 14, Cockspur-street (first floor), London, S.W.1 (Tele., Regent 6724); or for Vancouver service any office of the Canadian Railways.

P. & O. BRANCH SERVICE.

MAIL STEAMERS TO AUSTRALIA.
Via Malta, Port Said, Suez, Aden, and Colombo.
ONE CLASS ONLY AT LOWEST FARES.

	Tons.	London.	Plym'th.
BARADINE	13,000	11 Apr.	12 Apr.
BARRABOOL	13,000	9 May	10 May
BALRANALD	13,000	6 June	7 June
BALLARAT	13,000	4 July	5 July

Also 3rd CABIN BOOKINGS for

	Tons	London.	Marseilles
R.M.S. MOLDAVIA	16,500	Apr. 17	Apr. '24
R.M.S. MONGOLIA	16,500	May 16	May 22.

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CRUISES by 20,000 TON STEAMERS.

	Tons.	London.	Toulon.	Naples.
ORSOVA	12,000	—	—	Apl. 6
ORVIETO	12,000	Apl. 26	May 2	May 4
ORONSAY	20,000	May 24	May 30	June 1
ORAMA	20,000	June 7	June 13	June 29
OTRANTO	20,000	July 19	July 25	July 27
ORMONDE	15,000	Aug. 16	Aug. 22	Aug. 24
ORVIETO	12,000	Aug. 30	Sept. 5	Sept. 7
ORONTES	20,000	Sept. 13	Sept. 19	Sept. 21

Managers, ANDERSON, GREEN and Co., Ltd., Head Office, 5, Fenchurch-avenue, E.C.3; Branch Offices, 14, Cockspur-street, S.W.1; No. 1, Australia House, Strand.

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CITY HALL

BUCKNALL

FAST AUTUMN PASSENGER SERVICE.
LIVERPOOL to EGYPT, SUDAN, INDIA & CEYLON.

Steamer.	Tons.	Date.	Destination.
aCity of Valencia	7,329	Sept. 4	Bombay and Karachi
bCity of Calcutta	7,679	Sept. 15	Colombo and Calcutta
abCity of London	8,956	Sept. 18	Bombay and Karachi
aCity of Nagpur	10,138	Sept. 27	Bombay and Karachi
City of Exeter	9,447	Oct. 1	Colombo and Calcutta
abCity of Simla	9,464	Oct. 4	Bombay and Karachi
bcCity of Canterbury	8,421	Oct. 11	Madras and Calcutta
aCity of Paris	10,902	Oct. 14	Bombay and Karachi
dbCity of Venice	8,308	Oct. 24	Bombay and Karachi
bCity of Baroda	7,129	Oct. 28	Colombo and Calcutta

Calls (a) Marseilles, (b) Port Sudan, (c) Madras.
(d) Special sailing direct from Marseilles.

LONDON TO SOUTH AFRICA.

City of Manchester	5,564	Sept. 15	Cape Town, Algoa
City of Poona	7,485	Sept. 27	Bay, East Lon-
City of Cairo	7,862	Oct. 11	don and Natal.

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LIVERPOOL: Tower-bldgs., Water-st. " Cent. 3840
GLASGOW: 75, Bothwell-street " Cent. 9222

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For	Steamer.	Closing London.
Gibraltar, Malta, Piræus, Salonika, Ismid, Smyrna, Constantinople, Constanza	Assyrian	Apl. 3
Gibraltar, Malta, Alexandria	Guido	Apl. 16

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18 days .. .. from £35, to

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S.S. "CALGARIC," 16,000 TONS.
CRUISE No. 1 .. 2 WEEKS .. from £21

NORWEGIAN FIORDS.

AUGUST 2 from SOUTHAMPTON.
AUGUST 3 " IMMINGHAM.
AUGUST 4 " LEITH.
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AUGUST 20 from IMMINGHAM.

RED STAR TO NEW YORK.

ANTWERP—S'HAMPTON—CHERBOURG

	From Antwerp.	From Southampton and Cherbourg.
(5) Lapland	Apl. 4	Apl. 5
(4) Westernland	Apl. 11	Apl. 12

TO CANADA.

SOUTHAMPTON to HALIFAX, N.S.

(5) Lapland .. .. Sat., Apl. 5
(4) Westernland .. .. Sat., Apr. 12
From Antwerp previous day.
(4) Tourist Third Cabin and Third Class Passengers only.
(5) Cabin, Tourist 3rd Cabin and 3rd Class passengers.

ATLANTIC TRANSPORT LINE.
LONDON'S LARGEST LINERS.
LONDON to NEW YORK

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FIRST CLASS PASSENGERS ONLY.

*Minnetonka, 21,908 tons	Apl. 12		May 10
*Minnewaska, 21,716 tons	Apl. 26		May 24

TOURIST THIRD CABIN PASSENGERS ONLY.

*Minnekahda, 17,281 tons	Apl. 19		May 17

* Carrying also freight including refrigerated cargo.
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U.S.A.—CANADA.

SOUTHAMPTON—CHERBOURG—NEW YORK.

*AURANIA	- -	-	APRIL 4
AQUITANIA .. April 5	BERENGARIA .. April 12		

* Via Cobh.

LIVERPOOL—COBH—NEW YORK.

*SCYTHIA	- -	-	APRIL 5
CARMANIA .. April 12	†LACONIA .. April 19		

† Calls Galway and Boston.
* Via Belfast and Boston, not Cobh.

SOUTHAMPTON—CHERBOURG—HALIFAX, N.S.

*AURANIA	- -	-	APRIL 4
‡ASCANIA .. April 19	‡‡ALAUNIA .. April 25		

‡ To Quebec and Montreal.
‡‡ Calls Cobh. † Calls Cardiff.

LIVERPOOL—BELFAST—HALIFAX, N.S.

SCYTHIA	- -	-	APRIL 5
‡ANDANIA .. April 15	‡ATHENIA .. April 19		

‡ To Quebec and Montreal.

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REGULAR
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FAST "CABIN" AND TOURIST THIRD CABIN SERVICES
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PLYMOUTH DIRECT TO
NEW YORK.

"THE ROUTE THAT CUTS OFF THE CORNER" BY AVOIDING A PASSAGE DOWN CHANNEL.

	From Plymouth.	Due New York.
"PARIS" (c)	Apr. 2	Apr. 8
"ILE DE FRANCE" (c)	Apr. 9	Apr. 15
"DE GRASSE" (c)	Apr. 12	Apr. 20
"FRANCE" (c)	Apr. 16	Apr. 22

(c) Express Service First and Second Class only.
(c) Fast Cabin and Tourist Third Cabin Service.

Also
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S.S. "FLANDRE" .. .. April 21
S.S. "PELLERIN DE LATOUCHE" .. .. May 19

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INANDA	Sailing May 23 LONDON

Six weeks' Round Voyage, £67 inclusive.
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SOUTH AMERICAN SERVICES
from SOUTHAMPTON, via SPAIN, PORTUGAL, LAS PALMAS.

PERNAMBUCO	S.S. "ZEELANDIA"	10 APL.
BAHIA	S.S. "ORANIA"	1 MAY
RIO DE JANEIRO	S.S. "GELRIA"	15 MAY
SANTOS	S.S. "FLANDRIA"	29 MAY
MONTEVIDEO	For passage and full information	
BUENOS AIRES	apply to the AGENTS.	

D. H. DRAKEFORD, 60, Haymarket, S.W.1.
WAINWRIGHT BROS. and Co., 21, Fenchurch-street E.C.3, or 20, Queen's-terrace, Southampton.

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LONDON TO RIO IN 12 DAYS TO BUENOS AIRES IN 15 DAYS.

VIA VIGO AND LISBON.
(By the Cap Arcona.)
HAMBURG-SOUTH AMERICAN LINE.
S.S. CAP ARCONA, from Boulogne April 9
S.S. CAP POLONIO, from Boulogne .. April 30
M.V. MONTE SARMIENTO, from Boulogne May 19
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" 12 " CANNES.		COSULICH LINE, LTD.
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Apl. 15 from GENOA.		"AUGUSTUS"
" 16 " NAPLES.		N.G.I. LINE.
" 18 " GIBRALTAR.		
Other Sailings:—May 2, May 29, June 6, June 24, July 11.		
Apl. 25 from GENOA.		"CONTE
" 26 " NAPLES.		BIANCAMANO"
" 28 " GIBRALTAR.		LLOYD SABAUDO LINE.
Other Sailings:—May 9, May 30, June 13, July 4, July 25.		

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BRITAIN'S LARGEST & FASTEST LINERS
to
PERNAMBUCO, BAHIA, RIO DE JANEIRO, SANTOS, MONTEVIDEO, and BUENOS AIRES.
Via France, Spain, Portugal and Madeira.

Vessel.	Gross Tons.	From S'hampton	From Liverpool.
ASTURIAS (M.V.)	22,071	Apl. 17	—
*ALMANZORA	15,551	Apl. 25	—
DARRO	11,484	—	Apl. 26
ALCANTARA (M.V.)	22,181	May 9	—
DESEADO	11,477	—	May 10
*ARLANZA	14,930	May 23	—
DESNA	11,483	—	May 24
ASTURIAS (M.V.)	22,071	June 6	—

EUROPE—NORTH PACIFIC.

THE PACIFIC LINE
to
WEST COAST OF SOUTH AMERICA.
CHILE, Via PERU,
BERMUDA, France, PANAMA
HAVANA, Spain. CANAL.

Vessel.	Gross Tons.	From Liverpool.
ORDUNA	15,507	Apl. 8
OROPESA (omits Bermuda)	14,075	Apl. 17
ORBITA	15,495	May 1
OROYA (omits Bermuda)	12,257	May 15

SPECIAL SUMMER TOUR TO BERMUDA.
ORDUNA, July 3.

R.M.S.P. "ATLANTIS"
SOMETHING NEW IN CRUISING.
A 32 DAYS' TRIP.
Including
BLACK SEA AND CRIMEA.
FROM SOUTHAMPTON, 25th April.
Fares 60gns. and upwards.
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CANADIAN PACIFIC
CANADA & U.S.A.

SOUTHAMPTON
TO SAINT JOHN, N.B.
(Via Cherbourg.)

MONTCALM	Apr. 5
MONTROSE	Apr. 12
MONTCLARE (to Quebec and Montreal)	Apr. 17
EMPRESS OF SCOTLAND (to Quebec)	Apr. 25

LIVERPOOL TO SAINT JOHN, N.B.

DUCHESS OF YORK	Apr. 4
DUCHESS OF ATHOLL (B.G.)	Apr. 11
DUCHESS OF RICHMOND (Q.)	Apr. 17
DUCHESS OF BEDFORD (B.G.Q.)	Apr. 25

(B.) Via Belfast. (G.) Via Greenock.
(Q.) To Quebec and Montreal.

GLASGOW TO SAINT JOHN, N.B.

MELITA	Apr. 3	MINNEDOSA (Q) Apr. 17
D. OF ATHOLL	Apr. 12	

JAPAN AND CHINA

VIA CANADA (from Vancouver).

EMPRESS OF CANADA (via Honolulu)	Apr. 17
Latest connecting Steamer from Liverpool	Apr. 4.
EMPRESS OF RUSSIA	May 8
Latest connecting Steamer from Liverpool	Apr. 25.

NEW ZEALAND & AUSTRALIA

Via Canadian Pacific and Canadian Australasian Mail Service from
Vancouver to Honolulu, Suva, Auckland, and Sydney.
NIAGARA .. Apr. 30 AORANGI .. May 28

When travelling always carry Canadian Pacific Express Travellers' Cheques.
Apply CANADIAN PACIFIC,
62-65, Charing-cross, London, S.W.1
103, Leadenhall-street, London, E.C.3;
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31, Mosley-street, Manchester;
4, Victoria-square, Birmingham;
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18, St. Augustine's-parade, Bristol
25, Bothwell-street, Glasgow; or Local Agents.

AUSTRALIA IN 29 DAYS.

ONE CLASS ONLY.
Calling at Port Said and Colombo.

Largs Bay	14,184 tons from Southampton	Apr. 2
Morton Bay	14,145 tons from Southampton	Apr. 30
Hobsons Bay	14,130 tons from Southampton	May 28

Fares from £38 to £52.
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Apply 2, Australia House, Strand, W.C.; 34, Leadenhall-street, E.C.3; or Principal Booking Agents.

NEW ZEALAND VIA PANAMA CANAL.
THE ONLY DIRECT ROUTE.
SHAW SAVILL & ALBION LINE.

Through Bookings to Australia.

†TAINUI	11,020 tons from Southampton	26 Apl.
†TAMAROA	12,500 tons from Southampton	23 May
†CORINTHIC	12,367 tons from Southampton	20 June
†IONIC	12,351 tons from Southampton	18 July
*MATAROA	12,500 tons from Southampton	15 Aug.

* Oil burner. 1st and 2nd class only.
† Cabin and 3rd class only.
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THE BLUE FUNNEL LINE

ALFRED HOLT and Co., LIVERPOOL.
FIRST CLASS PASSENGERS ONLY
FROM LIVERPOOL AND MARSEILLES TO STRAITS AND CHINA.

"Hector"	11,196 tons from Liverpool	April	26th
"Aeneas"	10,058 tons from Liverpool	May	24th
"Sarpedon"	11,821 tons from Liverpool	June	21st
"Patroclus"	11,314 tons from Liverpool	July	19th
"Hector"	11,196 tons from Liverpool	Sept.	13th

London Agents, John Swire and Sons, Ltd., 8, Billiter-sq., E.C.2, or any recognised Travel Agency.

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(1) S.S. ASCANIUS	From Liverpool	12th Apl.
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(1) First Class only. (2) First and Third Class Passengers.
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Vessel.	Tons.	Sailing Liverpool.	Sailing Marseilles.
Oxfordshire	12,500	Apl. 4	Apl. 12
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BRITAIN'S LATEST & MOST LUXURIOUS LINERS
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"ANDALUCIA STAR"	From London and Boulogne	10 APRIL
"AVELONA STAR"		24 APRIL
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NO EMIGRANTS—FIRST CLASS ONLY.

DELIGHTFUL TOURS TO BRAZIL & ARGENTINE. At special rates including best hotels.
ALSO BUENOS AIRES DIRECT FORTNIGHTLY.
Blue Star Line Express Cabin Service. Fare from £50.

DE LUXE CRUISES to the MEDITERRANEAN, NORWAY, &c.
BY THE WORLD'S MOST DELIGHTFUL CRUISING LINER
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Spacious decks, delightful ballroom, restful sun deck away from games. Swimming pool. Louis XIV. restaurant with exceptional cuisine accommodating all passengers at one sitting.
Well appointed state rooms with bedsteads throughout, hot and cold running water. Luxurious public rooms on a scale obtainable only on the "ARANDORA STAR."

To SPAIN, ITALY, TURKEY, GREECE, ATLANTIC ISLES, MOROCCO, ALGERIA, DAKAR, &c.	APRIL	12th 24 days.
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To NORWEGIAN F

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1924 3-litre BENTLEY Sports Tourer ... £350
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1928 Model 62 CHEVROLET Coupe, English body ... £60
1928 Straight Eight BUGATTI Tourer ... £275
1927 14-40 h.p. HUMBER Tourer ... £300
1926-30-litre BENTLEY Enclosed Limousine ... £175
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1924 20 h.p. MINERVA Landaulette ... £450
1921 30 h.p. DAIMLER Wingfield Landaulette ... £100

WINDOVERS, Ltd.,
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1928 20 h.p. ROLLS-ROYCE Fixed-Head Coupe, painted dark blue—fine line red; wide adjustable main seat, and "dickey." Discs all round. Two spare wheels. Triplex glass; bumpers; many extras. The whole car in perfect condition. Approximately 4,000 miles. Open to reasonable offer. Can be seen and tried by appointment with:—

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AUSTIN 1929 16 h.p. Saloon, as new, £215.—WARWICKSHIRE MOTORS, Ltd., 118-122, Great Portland-street, W.1. Museum 2963-4.

A Unique opportunity of securing a brand new 20 ROLLS, unregistered, at less than list price; fitted with special 2-seater body; £1,350 or near offer.—Write Box G.1080, The Times, E.C.4.

BENTLEY 1930 4½-litre close-coupled Sportsman's Coupé; brand new; only delivered 1,000 miles. Exchanges. Terms over 24 months.—LONDON AND COUNTIES AUTO DISTRIBUTORS, Ltd., 18, Berkeley-street, W.1. Mayfair 7050.

BENTLEY 1929 4½-litre Series Sports Saloon; pretty Drop Head Coupe, with dashing dicker; colour maroon and black; good tyres all round. Whole car in excellent condition throughout. Proof of perfect performance. Price £850.—THE CAR MART, LIMITED, 46-50, Park-lane, W.1 (Grosvenor 3311), 297-299, Euston-road, N.W.1. (Museum 2000.)

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BUICK 1929 Empire Four-door Saloon, splendid condition, £275.—12, Semley-place, Victoria, S.W.1. Sloane 9008.

EXCEPTIONAL OPPORTUNITY.
DAIMLER 25.85 1930 delivery enclosed Limousine de Ville; with division; seven-seater; Triplex glass; mileage only 2,250; condition absolutely perfect; fitted with special 2-seater body; £1,350 or near offer. Write Box G.1080, The Times, E.C.4.

DAIMLER 20/70; slightly shop soiled; fitted with special Sportsman's Coupé; 1930 series. 850gns. Exchanges. 24 months.—LONDON AND COUNTIES AUTO DISTRIBUTORS, Ltd., 18, Berkeley-street, W.1. Mayfair 7050.

GENTLEMAN wishes to DISPOSE of HILLMAN straight eight, drop-head Coupé; delivery taken Nov. 3, 1929; fitted in Hillman stand at Olympia; cost £510 plus many extras. Finishing slightly scratched in transit; price £325; good reasons for selling; nothing whatever wrong with car; mileage 4,000 approximate; trial any distance by appointment.—Durrant, Stony Stratford, Bucks. No dealers.

HILLMAN 1927 14 h.p. four-door Saloon, maroon; red leather upholstery; mechanical condition perfect; two new tyres. Strongly recommended. A very nice and reliable car. £125.—WHALE & SIA, Park-street, Regent's Park, N.W.1. (Hampstead 3644.

HUMBER "Snipe" (immediate delivery) four-door coachbuilt Saloon. Exchanges. Terms over 24 months.—LONDON AND COUNTIES AUTO DISTRIBUTORS, Ltd., 18, Berkeley-street, W.1. Mayfair 7050.

LATE 1929 25/85 DAIMLER long chassis; exceptionally fine and roomy enclosed Landaulette by Maythorn; limousine-chauffeur's guarantee; cost £1,550, will accept £985.—J. B. TANEBORNE and Co., Ltd., 10, Lower Grosvenor-place, S.W.1. Victoria 9223/4.

ROLLS-ROYCE new 25 h.p. Enclosed Landaulette. Taken in part exchange.—LAWTON-GOODMAN, Ltd., 36, North Audley-street, W.1. Mayfair 2360.

ROLLS-ROYCE 1927 40/50 h.p. Phantom chassis, fitted with very pretty Weymann Enclosed-drive Limousine by H. J. Mulliner, Ltd.; colour blue, upholstered in leather; new tyres all round. This car is at present being overhauled by Rolls-Royce, Ltd. Can be offered for delivery within a week at the bargain price of £1,150.—THE CAR MART, LIMITED, 46-50, Park-lane, W.1 (Grosvenor 3311), 297-299, Euston-road, N.W.1. (Museum 2000.)

ROLLS-ROYCE BARGAINS.—1921 Silver Ghost Limousine with division, 4295. 1920 fabric Enclosed Limousine with 1928 coach-work, £250.—LAWTON-GOODMAN, Ltd., 36, North Audley-street, W.1. Mayfair 2360.

SHOP-SOILED 1930 TALBOT SPORTSMAN'S COUPES—SUNSHINE (16-45 h.p., 6-cylinder, 4-seater (all enclosed), unregistered, with 6 months' guarantee. List price £435; our price £355. Exchanges, terms.—Write, phone, or call, BAMBER'S, 33, LIVERPOOL-ROAD, BIRKDALE, SOUTHPORT. Phone, 66161 BIRKDALE.

SUNBEAM 1929 three-litre, with very special Weymann Sportsman Drop Head Coupé by James Young; colour red with black top and wings, red leather panelled upholstery throughout; cycle-type wings; two spare wheels, Triplex to all windows, chromium plating; tyres good; completely equipped with bumpers, spot light, sun visor, and numerous other extras; mileage only 9,400. Really attractive car, as new. Offered at £850.—THE CAR MART, LIMITED, 46-50, Park-lane, W.1 (Grosvenor 3311), 297-299, Euston-road, N.W.1. (Museum 2000.)

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1926 14/40 SUNBEAM two-seater; wire wheels; one owner; perfect condition; safety glass windscreen, balloon tyres, dropping headlamps, timing chain tensioner; would submit to inspection by makers; accept £125 cash (or exchange for 20 h.p. two-seater Sunbeam with cash adjustment, or take small car. Austin or Morris, in part payment).—Owner, Richards, 3, Arundel-street, Strand, and Ash Manor House, Ash Green, Surrey.

1927 BENTLEY three-litre long-wheelbase model, fitted with beautifully designed coachbuilt Saloon by Cadogan; four-door body, painted blue, upholstered brown hide; Weymann finish; Triplex glass to all wheels, Trubex glass throughout, two spare wheels, one occasional seat, folding table, windscreen wiper, driving mirror, etc. Lady has recently purchased chassis and, unused for guarantee by Bentley Motors, car has had one owner only and is in excellent condition. Price £575.—C. R. ANDREWS (MOTORS), Ltd., 50, Berkeley-street, W.1. Mayfair 3526.

1928 (late) DAIMLER 35/120, magnificent Saloon by Maythorne; mileage 9,000; car is really new condition. Cost £1,850. Our price £850. Whittricks, 89, Great Portland-street. Langham 1601.

1929 20/70 DAIMLER Special Royal Saloon; triplex; perfect condition, one private owner. Cost £780. Price £450.—Write Box A.567, The Times, E.C.4.

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MINERVA.
1929 (July) 24 h.p. MINERVA with superb special Windover Limousine body; two spare wheels and every kind of accessory. This car has only run 4,700 miles and is absolutely indistinguishable from new. Original cost £1,800; accept £995. A genuine bargain.—T. H. STAINTON and Co., Ltd., 44-45, Sussex-place, South Kensington, S.W.7. Phone: Kens. 6611-2.

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1929 PHANTOM ROLLS 40 h.p. Mulliner Weymann saloon; Triplex glass; black; unusually smart; ample accommodation and comfort; £1,850.—Whittricks, 89, Great Portland-street.

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1930 MORRIS Light 6 Fabric Saloon, black and red; mileage 2,000; as brand new; £250.—L. H. PUGH 56 Molton-street, W.1. Mayfair 4433.

20 H.P. SUNBEAM Weymann Saloon; slightly used. 395gns. Exchanges. Terms over 24 months.—LONDON AND COUNTIES AUTO DISTRIBUTORS, Ltd., 18, Berkeley-street, W.1. Mayfair 7050.

'A' GENUINE BARGAIN.
25/70 VAUXHALL single sleeve 6-cyl. enclosed Saloon Landaulette, with partition; seven-seater; supplied new by us at list price of £1,850; car indistinguishable from new as regards appearance, performance, etc.; mileage 4,000 approximate; first registered Nov., 1929.—WARWICKSHIRE MOTORS, Ltd., 118-122, Great Portland-street, W.1. Museum 2963-4.

25/85 DAIMLER, brand new, shop soiled; a Maythorn manufacturer's full guarantee; cost £1,375, will accept £995.—J. B. TANEBORNE and Co., Ltd., 10, Lower Grosvenor-place, S.W.1. Victoria 9223/4.

MOTOR-CARS (continued)

40/50 H.P. ROLLS-ROYCE Phantom, fitted with smart seven-seater Enclosed-drive limousine body, Triplex and Maberly; upholstered cloth and leather; extra fine car in really splendid condition throughout; price £1,100 guineas. Will accept Rolls-Royce Silver Ghost model in part exchange; deferred terms.—C. R. ANDREWS (MOTORS), Ltd., 50, Berkeley-street, W.1. Mayfair 3526.

£2,250. ROLLS-ROYCE Enclosed Limousine; shop-soiled only; three years' guarantee. Cars taken in part exchange.—LAWTON-GOODMAN, Ltd., 36, North Audley-street, W.1. Mayfair 3360.

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BAMBER'S FOR PART EXCHANGES. Highest allowance. All makes, new and used. DISTANCE NO OBJECT.—BAMBER'S, 33, LIVERPOOL-ROAD, BIRKDALE, SOUTHPORT. Phone, BIRKDALE 66161.

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UP-TO-DATE CHRYSLER 75 and DE SOTOS. Saloons, Coupés, and Roadsters.
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KNIGHTSBRIDGE LOCK-UP GARAGES.—One Double and one Single, without rooms, to be LET. Times, E.C.4.

AERIAL TRANSPORT

For information concerning all Air services apply to the Official Agents,
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PUBLIC APPOINTMENTS
3 lines 7s. 6d. (minimum)

CIVIL ENGINEER.
APPLICATIONS are invited for the POSITION of ENGINEER-IN-CHIEF of the LOWER LIAO RIVER CONSERVANCY WORKS, NEWCHWANG, NORTH CHINA.
Salary offered is Mex.$1,150 per month (present exchange 1s. 5d.) with medical attendance and house allowance. Travelling expenses (first-class) from place of engagement and return thereto on expiration of term of service.
Engagement, in the first instance, to be for two years from 1st July, 1930, or earlier if possible.
The undertakings comprise harbour and conservancy works on the lower reaches of the Liao River and the dredging of a channel across the Bar.
Preference will be given to civil engineers who have had previous experience in connexion with harbour works and the control of suction dredgers.
Apply in writing before 15th April, 1930, to
The Secretary, Chinese Maritime Customs, 26, Old Queen-street, Westminster.

INDIAN SERVICE of ENGINEERS and INDIAN RAILWAY SERVICE of ENGINEERS.
The Secretary of State for India in Council will in the near future appoint NINE ASSISTANT EXECUTIVE ENGINEERS (including, if possible, one Burman, who will be appointed to the India recruited branch in Burma) to the INDIAN SERVICE of ENGINEERS, and THREE ASSISTANT EXECUTIVE ENGINEERS to the INDIAN RAILWAY SERVICE of ENGINEERS. Except for the Burman appointment, every candidate must be a European British subject of non-Asiatic descent.
Candidates must have attained the age of 21 years and must not have attained the age of 24 years in the case of those applying for appointment to the Indian Service of Engineers, and 25 years in the case of those applying for appointment to the Indian Railway Service of Engineers, on 1st January, 1930.
They must either (1) have obtained one of certain recognized University degrees or other distinctions in Engineering; or (2) have passed Sections A and B of the Associate Membership Examination of the Institution of Civil Engineers, or been exempted by the Institution from such examination; or have passed the Associateship in Engineering of the City and Guilds Institute (Imperial College of Science and Technology, South Kensington); or produced the required evidence that they are otherwise eligible under the regulations. They should, in addition, have had about one year's approved practical experience in Engineering.
Applications from candidates must reach the India Office not later than 30th June, 1930. Printed forms, together with information regarding the conditions of appointment, may be obtained from the Secretary, Services and General Department, India Office, Whitehall, S.W.1.
India Office, April, 1930.

UNIVERSITY of LONDON.—The Senate invite APPLICATIONS for UNIVERSITY READERSHIPS in (1) Economics, with special reference to Banking and Currency; (2) Economics, with special reference to Industrial Organization; and (3) International History tenable at the London School of Economics. Initial salary in each case £550 p.a. rising to £700. Applications (12 copies) must be received not later than first post on May 15, 1930, by the Academic Registrar, University of London, S.W.7, from whom further particulars may be obtained.

UNIVERSITY of BRISTOL.—DEPARTMENT of AGRICULTURE and HORTICULTURE.
APPLICATIONS are invited for the POST of PERMANENT ASSISTANT to the ADVISER in AGRICULTURAL ECONOMICS.
Applicants should possess a good training in Economics. Salary £250, rising by £10 per annum to a maximum of £300.
Further particulars may be obtained from the Secretary, University, Bristol.
Applications should be submitted not later than 12th April, 1930.

UNIVERSITY of BIRMINGHAM.
DEPARTMENT OF EDUCATION.
A VACANCY will occur in September, 1930, for A WOMAN LECTURER in HISTORY and the teaching of History.
Honours Degree, not less than three years' experience in school teaching, and post-graduate training essential.
Stipend for beginning £300 per annum.
Three copies of applications and of testimonials should be sent not later than May 13th to the undersigned, from whom further particulars may be obtained.
C. G. BURTON, Secretary.
The University, Edmund-street, Birmingham. April, 1930.

POST FILLED

THE post of SPORTSMAN'S to the Treasurers, St. Mary's Hospital, W.2,—has now been filled. The Board of Management regret that owing to the number of applications received it is not possible to notify each candidate personally.

APPOINTMENTS & SITUATIONS VACANT
3 lines 4s. 6d. (minimum); Employment Agencies and Schools, 4 lines 10s. (minimum)

APPLICANTS for situations are advised not to send original testimonials when replying to advertisements. Copies will answer the purpose quite as well, and in the event of being lost or mislaid no inconvenience will ensue.

APPLICATIONS are invited for the position of Manager in a British Marine Engine Works. Applicants should have good theoretical and practical experience, including sea service, in connexion with reciprocating and turbine steam engines, Diesel engines, boilers, and foundry work.—Write, giving full particulars, age qualifications, experience, and salary required (all of which will be treated in strictest confidence), to Box P.1409, The Times, E.C.4.

CAPABLE Shorthand-Typist (Male) required, with good knowledge of export work and shipping, for large firm of manufacturing chemists; able to take control and work up an export connexion.—Write, stating age, full particulars of experience and salary required, also whether married or single, to Box T.1875, The Times, E.C.4.

CHARTERED Accountant (Honours man) with extensive and varied professional experience acquired with leading firms, for important City C.A.'s; age up to 35; salary £500, or according to capabilities.—Call C. W. Petty and Company (Appointment Specialists), 58, Haymarket, S.W.1. (Gerrard 3412-3.)

CONSERVATIVE Woman Organizer wanted (London Division).—Write age, salary, previous experience, copies testimonials, Box A.545, The Times, E.C.4.

INDIA.—Required by important British firm, first-class Salesman for Accounting Machines; must have sound knowledge of accountancy and successful sales record of accounting machines; excellent prospects; well educated; age 26-36; single; agreement; salary and commission.—Write Box G.944, The Times, E.C.4.

MANAGER required for high-class Food Store in West London; must have had previous experience, good personality, and be a good disciplinarian; age 30-35.—Write, giving fullest particulars in confidence, to Box A.557, The Times, E.C.4.

MANAGER for Provincial branch. Furniture; highest qualifications and provincial experience essential; man who holds similar position preferable.—Apply in first instance by letter, Drages, Ltd., 231, High Holborn, W.C.1.

MOTOR Accessories.—Leading firm of manufacturers, dealers, and sales concessionaires, require further staff in following departments: salesmen and provincial district agents (must own cars), export department, London showrooms. Only men of ambition and genuine ability needed.—Write, stating age, full details of past experience, present position and remuneration, and remuneration expected, to Box T.1934, The Times, E.C.4.

MOTOR Salesman.—Young gentleman, preferably Public School boy, required to learn all branches of motor business with London firm having two showrooms and service station; salary and commission from commencement; premium £100; highest references required and given.—Apply Griffin Cheetham and Co., Chartered Accountants, 329, High Holborn, W.C.1.

PRIVATE Secretary (male) wanted by Managing Director of Public Company. Must be able to speak and correspond in French.—Write, stating age, qualifications, &c., and salary required, Box G.1056, The Times, E.C.4.

REQUIRED for City office, English-German shorthand typist with experience of translation work; apply stating age, experience, and salary required.—Write Box N.366, The Times, E.C.4.

REPRESENTATIVE wanted by important London firm trading extensively throughout the country in Continental fancy goods, art wares, &c. Applicants must be experienced men with proved sales ability, and known to important wholesalers and high-class stores, London and provinces. Ability to control a large department an advantage.—Write fullest particulars to Box A.563, The Times, E.C.4.

SALESMEN of proved ability required for branch control of progressive company; exceptionally good remuneration and prospects.—Write Box P.1401, The Times, E.C.4.

SALES-Promotion.—Opportunity for career with great possibilities for young men of Public School education.—Details from Director, Business Careers Association, Ltd., Premier House, Southampton-row, W.C.1.

SALES Manager.—A well-known firm of pressing manufacturers require the services of a first-class Sales Manager, capable of getting the best out of his men and producing results by real hard selling.—Write giving fullest particulars, age, and salary required, to Box 797, 8, Serle-street, W.C.2.

SECRETARY Shorthand-Typist (man or woman) wanted (30-40); drive car; state experience.—Write Box 04205, The Times, 72, Regent-street, W.1.

APPOINTMENTS & SITUATIONS VACANT (continued)

SURVEYOR and Estate Agent wanted as Manager for West End Offices now being opened; must have good connexion and capable of handling big business; £500 to £600.—Write, stating salary and full particulars, to Box P.1484, The Times, E.C.4.

TECHNICAL Assistant required for Patent Department in London. Applicants should have Patent experience and knowledge of Automatic Telephone Systems. Good salary, and prospects for suitable man.—Write, stating age, experience, &c., to Box 842, care of Judds, 47, Gresham-street, E.C.2.

WANTED, Assistant Superintendent for large works engaged on mass production of light cast iron and steel parts. Applicants must have executive experience and a good knowledge of the design and methods of manufacturing limit gauges to control machining operations on such parts. Please state age and give full particulars of all experience.—Write Box P.1554, The Times, E.C.4.

WELL-EDUCATED young man, 20-25, required in City merchant's office; good practical experience of accounts essential; must be intelligent, hard worker, and prepared to go abroad after probationary period in London.—Write Box N.354, The Times, E.C.4.

A Brilliant career is open to the Pitman-trained student. Specialized home-study Courses. Write for free booklet, "The Key to a Successful Career."—Pitman's Correspondence College, 197 Southampton-row, W.C.1.

A Better position awaits you if you prepare yourself by training at Pitman's College; descriptive booklet free.—Write Box N.358, mentioning "Day," "Evening," or "Postal" Course, 198, Southampton-row, W.C.1.

ARE You Missing these Opportunities? In August, 1929, Mr. W., a Mining Engineer, enrolled with the B.S.S. Today he earns £15 per week (average). In June, 1929, Mr. B., who was selling on commission only, came to us. To-day his salary and allowance is £11 18s. weekly, plus commission on all sales in his territory, which now only 20 years of age when he enrolled. Three days after completing training he was placed in a salaried position. The first week he received 10s., and the next two weeks £20. These facts you are invited to investigate. Every man who is accepted by the B.S.S. is introduced to salaried Positions and all men on the look out for a better job should telephone, write, or call The British School of Selling (Salesmanship), Ltd., 7, Southampton-street, Holborn, W.C.1. Phone, Holborn 0904-0905.

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ARE you seeking an appointment abroad—Africa, India, Brazil, &c.? Accountants, engineers, clerks, mining, railway men, and others should send for particulars of assistance rendered, terms, and details of past successes.—Percy Coutts and Co., Ltd. (Dept. 11), 323, High Holborn, London, W.C.1.

CIVIL Service.—How best to prepare for the examinations. Send to-day for a copy of the up-to-date "Civil Service Guide," post free by the Metropolitan College, Dept. S, 2/1, St. Albans.

CIVIL Service.—The Premier Telegraph College in the British Isles (established 34 years) gives a sound training to all students, and ensures successful positions on qualification. Forty-four students out of a total of 47 obtained qualifying wireless certificates at first attempt in the last seven Government examinations.—Apply for prospectus, Secretary, Dept. "A," The London Telegraph Training College, Ltd., Morse House, Earl's Court, S.W.5.

WIRELESS.—Vacancies for trainees to train as Operators in Britain's largest and most successful Training School. Training fee can be paid after appointment. Boarders accepted.—Prospectus free, Wireless College, Colwyn Bay.

JOURNALISTS, PRINTERS, &c.

YOUNG woman assistant required for women's page of London daily newspaper; must be thoroughly experienced in make-up and able to take charge of department if necessary.—Write, stating experience and age, Box N.337, The Times, E.C.4.

ARTICLED PUPILS

ARTIST in decoration and furniture will take a pupil; West End; small premium.—Write Box 3987, The Times, 42, Wigmore-street, W.1.

AUTOMOBILE Engineering Training College, Chelsea, London, S.W.3. (Day and Residential.) Founded specially to train boys of good education for the automobile industry; the curriculum combines an essentially practical modern works experience with training in administration; appointments for qualified students; only those who can be accepted for probationary term commencing April 24th.—Apply to the Principal.

AUCTIONEERS on South Coast have vacancy for an Articled Pupil; excellent opportunity to thoroughly learn all branches of profession; moderate premium required, returnable as salary.—Write Box P.1485, The Times, E.C.4.

BEAUTY Salon.—Vacancy sole Pupil; every opportunity; moderate premium.—Stenning, 56, Chandos-house, Palmer-lane, S.W.1.

BEAUTY and Figure Specialists have vacancy with excellent prospects for educated girl; references exchanged.—Write Box 04213, The Times, 72, Regent-street, W.1.

CHARTERED Surveyor, London, has vacancy for Articled Pupil; premium partly returnable; personal supervision.—Write Box N.308, The Times, E.C.4.

JOURNALIST has vacancy in his Fleet-street office for Pupil with literary ability.—Write Box N.365, The Times, E.C.4.

VACANCY occurs for Articled Pupil, interested in wireless, to learn recording for "Talking Films"; excellent opportunity to train for these highly-paid positions; premium.—Write Box T.1693, The Times, E.C.4.

LADY CLERKS AND TYPISTS

EDUCATED and intelligent Lady required for Secretarial work in office with international affiliations; applicant should have good education and shorthand, method, initiative, and judgment; foreign languages recommendation; no bookkeeping, but head for figures essential; would be provided with confidential work; age 28 or under; starting salary £182, good prospects; apply immediately, giving full details education and experience (all of which will be treated), The Times, E.C.4.

REQUIRED for executive West End business, young Lady of good family; well educated; some experience and knowledge shorthand and typing speeds, and be able to take down letters; good opportunity for keen worker leaving college. Send all particulars to Box N.360, The Times, E.C.4.

WELL-EDUCATED Girl, matriculation or general in South London; previous experience in typing and shorthand but preference given to trained shorthand typist with aptitude for figures. Write Box N.364, The Times, E.C.4.

A Secretarial Training for Gentlewomen in cultural surroundings, individual tuition. Appointments Bureau and Residential Club at College Queen's College, Oxford Hall, 255, Cromwell-road, S.W.7.

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APPOINTMENTS & SITUATIONS REQUIRED
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A Capable Business Man, aged 46, seeks post as Manager or Confidential Secretary, Assistant or Adviser in trading or manufacturing concern; thoroughly versed in all branches of home and foreign trade. Has wide knowledge of collections; accustomed to responsibility and able to work complete control; familiar with company and secretarial work; highest references.—Write L., 58, Victoria-house, Southampton-row W.C.1.

ACCOUNTANT-SECRETARY. Public School, requires appointment; 20 years' financial experience; hard worker; highest references.—Write Box 3967, The Times, 42, Wigmore-street, W.1.

A.M.A. (Cantab.), 30 years of age; wide commercial experience; fluent French and German; extensive experience in buying and selling throughout British Isles and Continent; individual turnover of over £100,000 per annum; exceptionally intimate knowledge of foreign markets; used to taking personal responsibility in business. Gentleman with these qualifications invites correspondence from reputable firm.—Write Box A.363, The Times, E.C.4.

ARCHITECT (A.R.I.B.A.), past seven years engaged in carrying out large industrial buildings in all parts of the Kingdom for important concern, seeks similar appointment; experienced in motor bus garages, workshops, &c.—Write Box 42, W. H. Smith and Son, Kingsway, W.C.2.

A Young Nobleman with successful business record is available for immediate appointment; world travelled; fluent French, German, Spanish; long Continental experience, also in the Near East; several branches under contract; University degree; age 32; of exceptionally good presence; 10s. tal; will go anywhere.—Write Box N.367, The Times, E.C.4.

GENTLEWOMAN, Bart's Hospital trained, desires salaried appointment London; store, factory, surgery, &c.—Write Box T.1000, The Times, E.C.4.

LADY, experienced as manageress, welfare worker, five years' experience, seeks re-engagement in firm or factory, London or neighbourhood.—Apply Miss B., Brentnall, High-road, Potters Bar, Herts.

NAVAL Officer retired; age 50; single, wants post; knowledge of French and German; will go abroad.—Write Box 08005, The Times, 72, Regent-street, W.1.

SOLICITOR, admitted January, 1929, requires situation as Assistant; mainly conveyancing.—Write Box G.1047, The Times, E.C.4.

SALES Representative; disengaged; seven years' selling experience London. Plant to contractors, engineers, structural engineering; D.O. and steel trade; experience; first-class references as to ability and character; Public School education.—Write Box G.910, The Times, E.C.4.

TO Sales Executives.—Appointment as Manager with successful record both on the road and in sales promotion correspondence from firms having an opening for young Public School gentleman possessing thorough training in sales management.—Write Box N.353, The Times, E.C.4.

TRAVEL Bureaux, &c.—Oxonian, ex-officer, desires post Secretary, Organizer, Publicity, Literary Lecturer; spare or whole time; would welcome use London office in return slight services as above; highest references.—Write Box N.325, The Times, E.C.4.

EX-OFFICERS AND OTHER RANKS

THE Proprietors of "The Times" have placed this space at the disposal of the British Legion, Officers' Association Employment Bureau, 3-4, Clement's Inn, Strand, London, W.C.2 (Telephone, Holborn 37699), to whom all replies should be addressed, quoting number of advertisement, date of insertion, and the name of this paper.

EX-OFFICER, M.C. (1914-1918). Service, 38, married, desires Capital to finance wool and top trade; 22 years' experience; excellent business and character references; would be willing to accept post with good firm; strictest inquiry invited. (11740.)

EX-OFFICER seeks situation as Cricket Coach and Gymnastic Instructor at college, school, or private; excellent references. (Dis.325.)

MINING Engineer, A.I.M.M., 20 years' experience responsible positions East Africa and S. America, exploring, prospecting, surveying, valuing, developing, and working mineral deposits, road making, designing, and erecting plants, buildings, speaks French, Hindustani, Hausa, Malay, and (slightly) Spanish, seeks engagement, preferably abroad, mining or other business. (11749.)

EX-OFFICER, 29 years; good organizer and controller of men, working knowledge of civil engineering, requires position at home or abroad. (11648.)

EX-OFFICER urgently seeks employment; will take any position of trust; strong, willing, capable, and adaptable; good references. (11256.)

RETIRED Banker Officer and Wife (two children) would undertake to run house; many excellent plain cook and caterer, all-round handyman; wife would undertake light house duties. (Dis.324.)

JOURNALISTS, PRINTERS, &c.

PUBLICITY work undertaken by journalist for society people, M.P.'s; trade journals edited.—Write Box T.1933, The Times, E.C.4.

DRAPERS, DRESSMAKERS, AND MILLINERS

FIRST-CLASS visiting dressmaker recommended.—Write Box 03185, The Times, 72, Regent-street, W.1.

APPOINTMENTS & SITUATIONS REQUIRED (continued)

LADY CLERKS AND TYPISTS

CAPABLE Shorthand-typist, 21, of good appearance and education, some experience and good speeds, requires secretarial post; salary 50s.—S.316, Postfinder Bureau, 275, Regent-street, W.1.

DEUTSCH-ENGLISCHE Stenotypistin sucht solortige Anstellung; gute Kenntnisse der französischen Sprache.—Write Box P.1575, The Times, E.C.4.

EFFICIENT Lady Shorthand-Typist-Secretary seeks re-engagement; several years insurance, shipping, and association work; £3 10s. per week.—Write Box T.1923, The Times, E.C.4.

EVENING-WEEK-END Appointment urgently required by experienced Stenographer; quick and willing.—C. F., 13, Ellington-grove-road, Barnes, S.W.13.

INTELLIGENT young lady (27) desires interesting post, secretarial preferred; salary not primary; would travel. Write Box G.1082, The Times, E.C.4.

LADY Secretary, advanced education, long and varied experience, perfect French and German, requires whole or part-time work.—Write Box A.568, The Times, E.C.4.

REFINED, well-educated girl (17), just leaving school, requires situation as Junior Shorthand Typist.—Graham, 55, Church-street, Staines.

SHORTHAND Typist seeks post; perfect knowledge Russian, English and French, fair knowledge German; translations.—Box 67, 252, Earl's Court-road, S.W.5.

SECRETARIAL—working afternoons professional man requires morning post; all duties; would consider voluntary work.—Write Box 04208, The Times, 72, Regent-street, W.1.

VERY capable Secretary desires post; shorthand, typing, bookkeeping, committee work, control staff, &c., in last post four years; salary 90s.—No. 433, The Ladies' League Agency, 118, New Bond-street, W.1.

YOUNG Lady, with excellent shorthand and typing, and very good at figures, desires position; two years' experience; salary 50s.—No. 434, The Ladies' League Agency, 118, New Bond-street, W.1.

HOPE Secretarial Bureau, Ltd., 49, Oxford-street, W., has the Secretary or Stenographer you want. Temporary staff available; typing, &c., done on the premises. 'Phone Gerrard 5734.

SPEED Typewriting Bureau, 58, Ludgate-hill, E.C.4. Central 6442. can supply Foreign Correspondents, Secretaries. Expert shorthand-typists.

DOMESTIC SITUATIONS VACANT
3 lines 4s. 6d. (minimum)

GOVERNESSES, COMPANIONS, MATRONS, AND LADY NURSES

A Well-recommended Holiday Companion-Governess for girl 17, boy 13; lady by birth, good disciplinarian; April 15-May 9, for Cheshire; probably every holidays; 30-40; outdoor games, cycling, musical.—Particulars, Mrs. Nicholson, The Old House, Frensham, near Farnham.

CAN any lady recommend Nursery Governess, French, Swiss, age 25 to 35, for little girl of 5?—Write Mrs. Lionel Abel Smith, Parr, 7, 4, Lyall-street, Belgrave-square, S.W.

FRENCH Nursery Governess required for two small boys; conversation mainly; personal references essential.—Apply Mrs. Evans, The Kilns, Ripley, Surrey.

FRENCH Nursery Governess, 25-35, wanted, light household duties, girl 6½ years; personal reference.—Stephenson, 27, Lancaster-road, Hampstead.

FRENCH-SWISS Nursery Governess for children 7 and 3½; some experience with young children.—Mrs. Godman, Sutton Veny, Warminster.

GERMAN Lady wanted in Public School master's school and teach German; help given with English; treated as member family.—Gardiner, Corneville, Malvern.

NURSERY Governess, 24 to 34, for two girls 4; doctor's family; £90.—Write Rivett, 3, Hanover-terrace, Regent's Park, N.W.1.

WANTED, young educated lady to take charge of two children age 3½ and 14 months; two maids kept; light nursery work, children's washing; good references essential. Apply Mrs. John Allison, Fuller House, Kettering, Northants.

WANTED after Easter, Governess, girls 11

DOMESTIC SITUATIONS REQUIRED
(Continued from Page Three)

CAVENDISH Bureau, 29a, King's-road, Sloane-square supplies recommended Lady Nurses, Nurses, Nursery maids, Nursery Governesses and Helps, Trained Nurse-Companions, Aides, Mothers' Helps, Maids. Sloane 3067.

COLLEGE-TRAINED Nurses, Nannies, and Nursery-maids, free now; references taken up.—Nursery Information Bureau, 40, Sloane-street, S.W.1. Sloane 7271.

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ENGLISH Governess (26); references two years; Latin, good French, music, painting, games.—M., Miss Locke Steevens' Agency, 62, Brook-street, W.

EXCELLENT Lady Nurse or Nursery-Governess; 33; children 4-10; hospital trained, elementary teaching (Froebel-Montessori).—P., Miss Lennox Carr's Agency, 37, Old Bond-street, W.1.

EXPERIENCED Companion-Housekeeper; nine years' excellent reference; accustomed entire charge; temporary or permanent; placed before.—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

HOLIDAYS.—Telephone Gerrard 7684 or write or call Miss Lennox Carr, 37, Old Bond-street, W.1, for young English and foreign Governesses, Companions, &c. Holiday Engagements or Permanent, as pair; foreign girls personally recommended.—Woman's Exchange, 42, Lower Belgrave-street, S.W.1.

HOLIDAYS and Permanent.—Charming French Governess, Lady R., recommends languages, usual subjects, music, painting, games.—O., Miss Locke Steevens Agency, 62, Brook-street, W. Mayfair 1468.

LADY, Nurse, 32; 7½ years reference, six years previously all ages; first lessons; will go abroad. (Nurses waiting 11.).—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

LADY Nurse; 31; children from 2½; reference three years; £100. Ditto; 33; highly recommended; £80-£90. Holiday ditto; very highly recommended.—Social Bureau, 160, Sloane-street.

MRS. Reeves' Agency, Derby, can supply Governesses, Nursery Governesses, Lady Nurses, Lady and Working Housekeepers, Lady Helps, Mother's Helps, from similar posts. Telephone, 3141 and 3142 Derby.

NURSE-GOVERNESS, 25; seven years' experience; excellent references; kindergarten, children's health, nature study, music; needlewoman.—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

REFINED French woman, 37, no English, would make excellent Companion for lady or children; family life. Nursery Governesses, Mothers' Helps, &c.—Anglo-French Bureau, 30b, Regent-street.

WELL recommended Governesses, Nurses, &c. Personal attention assured to every client. No booking fees.—The Cadogan Agency, 2, Ellis-street, Sloane-street.

HELPS AND NURSES

DAILY.—Lady wishes make herself useful any capacity, doctor's house or private; fond of children; part or whole day, Saturdays 1 o'clock.—Write Box 8919, The Times, E.C.4.

EASTER Holidays; Morning Occupation by lady (30) living London; any capacity; fond children; capable.—Write Box 9024, The Times, 42, Wigmore-street, W.1.

GENTLEWOMAN required to assist in near Broadstairs, any capacity, with gentlepeople essential; comfortable house where maid; light household duties, some cooking; fond of and good with children; references exchanged.—Box 9031, The Times, E.C.4.

LADY, recommends Lady-Help, domesticated, good cook, refined home and help for rough; N.W. London preferred.—L., 4, Heath-close, Hampstead Way, N.W.11.

YOUNG Swiss Girl seeks place in nice family for children 4-10; hospital trained, elementary teaching (Froebel-Montessori).—P., Miss Lennox Carr's Agency, 37, Old Bond-street, W.1.

EXPERIENCED Companion-Housekeeper; nine years' excellent reference; accustomed entire charge; temporary or permanent; placed before.—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

HOLIDAYS.—Telephone Gerrard 7684 or write or call Miss Lennox Carr, 37, Old Bond-street, W.1, for young English and foreign Governesses, Companions, &c. Holiday Engagements or Permanent, as pair; foreign girls personally recommended.—Woman's Exchange, 42, Lower Belgrave-street, S.W.1.

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LADY Nurse, 32; 7½ years reference, six years previously all ages; first lessons; will go abroad. (Nurses waiting 11.).—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

LADY Nurse; 31; children from 2½; reference three years; £100. Ditto; 33; highly recommended; £80-£90. Holiday ditto; very highly recommended.—Social Bureau, 160, Sloane-street.

MRS. Reeves' Agency, Derby, can supply Governesses, Nursery Governesses, Lady Nurses, Lady and Working Housekeepers, Lady Helps, Mother's Helps, from similar posts. Telephone, 3141 and 3142 Derby.

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YOUNG Swiss Girl seeks place in nice family for children 4-10; hospital trained, elementary teaching (Froebel-Montessori).—P., Miss Lennox Carr's Agency, 37, Old Bond-street, W.1.

EXCELLENT Lady Nurse or Nursery-Governess; 33; children 4-10; hospital trained, elementary teaching (Froebel-Montessori).—P., Miss Lennox Carr's Agency, 37, Old Bond-street, W.1.

EXPERIENCED Companion-Housekeeper; nine years' excellent reference; accustomed entire charge; temporary or permanent; placed before.—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

HOLIDAYS.—Telephone Gerrard 7684 or write or call Miss Lennox Carr, 37, Old Bond-street, W.1, for young English and foreign Governesses, Companions, &c. Holiday Engagements or Permanent, as pair; foreign girls personally recommended.—Woman's Exchange, 42, Lower Belgrave-street, S.W.1.

HOLIDAYS and Permanent.—Charming French Governess, Lady R., recommends languages, usual subjects, music, painting, games.—O., Miss Locke Steevens Agency, 62, Brook-street, W. Mayfair 1468.

LADY, Nurse, 32; 7½ years reference, six years previously all ages; first lessons; will go abroad. (Nurses waiting 11.).—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

LADY Nurse; 31; children from 2½; reference three years; £100. Ditto; 33; highly recommended; £80-£90. Holiday ditto; very highly recommended.—Social Bureau, 160, Sloane-street.

MRS. Reeves' Agency, Derby, can supply Governesses, Nursery Governesses, Lady Nurses, Lady and Working Housekeepers, Lady Helps, Mother's Helps, from similar posts. Telephone, 3141 and 3142 Derby.

NURSE-GOVERNESS; 25; seven years' experience; excellent references; kindergarten, children's health, nature study, music; needlewoman.—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

REFINED French woman, 37, no English, would make excellent Companion for lady or children; family life. Nursery Governesses, Mothers' Helps, &c.—Anglo-French Bureau, 30b, Regent-street.

WELL recommended Governesses, Nurses, &c. Personal attention assured to every client. No booking fees.—The Cadogan Agency, 2, Ellis-street, Sloane-street.

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DAILY Lady's Maid or Sewingmaid recommended.—Madame, 8, Great Quebec-street, W.1.

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A Lady wishes to recommend a highly competent experienced gentlewoman as first-class housekeeper in large private establishment. Town or country.—Write Box T.1896, The Times, E.C.4.

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LADY, thoroughly capable, would undertake light household duties, needlework, plain cooking; would run flat, housekeep where help given; 10s. weekly.—Box 781, Whiteleys, Queen's-road, W.2.

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COOK, Swedish, English and Swedish cooking, wants post, London; aged 27; salary 25s. weekly.—Queen 11, Avenue-mansions, Hampstead, N.W.3.

EXPERIENCED Cook requires situation, temporary, view to permanently; free 15th April; 30s. weekly; permanent ages £65.—Write Box 3085, The Times, 42, Wigmore-street, W.1.

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COOK, good plain; 50; £55; eight years; go country.—£50, Fulham-road, Stuart's Agency.

COOK (disengaged), reliable servant, excellent cook, three-roomed flat; no children; married; two years' reference; £52.—Mrs. Boucher, Ltd., 6, Basil-street, Knightsbridge. Sloane 2191.

COOK, disengaged, thoroughly experienced, excellent cook, clean, methodical; highly recommended; £60.—Mrs. Bruton's Agency, 14, St. George's-place, Canterbury.

COOK and House-Parlourmaid (sisters); disengaged; superior; well recommended servants; good cook, clean, experienced parlourmaid; excellent references; £95 joint.—Helen Boyd's Agency, High-street, Lewes.

COOK, excellent; disengaged; superior; well recommended; all duties; punctual; 1½ year's reference; £60.—Helen Boyd's Agency, Lewes.

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COOK-GENERAL; disengaged; superior, reliable country servant; dainty cook; economical; 2½ years' reference; £42.—Mrs. Baxter's Agency, Canal, Salisbury.

COOK-GENERAL; disengaged; very reliable; good cook; clean worker; five years' reference; £45.—Mrs. Bruton's Agency, 14, St. George's-place, Canterbury.

COOK-GENERAL, tall, strong and honest; good cook; will also undertake a little washing; free April 12th.—Miss Solomon's Scotch Registry, 17a, Station-road, W. Croydon. (Tele., 2817.)

COOK-GENERAL, age 25; Mrs. Fisher recommends as honest, punctual, efficient in every way; free.—Domestic Agency, 41, High-street, Eton. 'Phone Windsor 914.

COOK-GENERAL, disengaged; well recommended servant; good plain cook; all duties; good references; £40.—Helen Boyd's Agency, Lewes.

COOK-GENERAL; well-trained, clean, superior North-country servant; thorough good worker, nice cook, baking; excellent references; £45.—Ann Tudor's Agency, 9, High-street, Dorking.

COOK-GENERAL, disengaged; clean, superior, reliable country servant; good worker, nice cook; 1½ year's reference; £40.—Susan Bond's Agency, Chichester.

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PARLOURMAID, age 38; salary £55; thoroughly experienced; can carve and valet; 2½ years' character.—Ref. 691, Palmers Agency, Hove. Tele. 2621.

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HOUSE-PARLOURMAID, tall, 25; £50; year's good.—£50, Fulham-road, Stuart's Agency.

HOUSE-PARLOURMAID, age 25, superior; well trained all duties personally recommended; free.—Mrs. Matthews' Agency, Eastbourne. Tele. 1676.

HOUSE-PARLOURMAID; disengaged; tall, neat appearance; experienced and reliable; good valet and needlewoman; three years' reference; £40.—Mrs. Bruton's Agency, 14, St. George's-place, Canterbury.

HOUSE-PARLOURMAID; young, tall, strong country girl; free April 7th; two years and nine months' reference; 30s.—Mrs. Baxter's Agency, Scotch Registry, 17A, Station-road, W. Croydon. (Tele. 2817.)

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HOUSEMAID disengaged, superior, well trained maid, thorough worker, quick, reliable, early riser, needlewoman; 2½ years' reference; £30.—Paul's Agency, 140, Westen-road, Brighton.

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MARRIED Couple; age 34; first-class 8 years' personal reference; £90-£100; wife good Cook, House-maid, husband experienced Gardener-Handyman; no family; any part. No booking fees.—British Agency, Domestic Chambers, Horsham. 'Phone 464-5.

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INTELLIGENT and trained Young Man, aged 21, would like post as Valet or similar; experience; good references.—Write Box 08009, The Times, 72, Regent-street, W.1.

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PARLOURMAN-VALET, age 22; thoroughly efficient; knowledge of cooking; free April 26th; would suit bachelor; would travel.—Box E., Smith's Bookshop Kingston, Surrey.

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CHAUFFEUR-MECHANIC desires change from London; Bentley preferred; nine years present situation; would live in France; excellent references.—Box 9-0, The Times, E.C.4. Paris edition.

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Law Report, Mar. 31

SUMMARY

Mr. Justice McCardie and a special jury began the hearing of an action in which Mr. Robert Sohr claims against Bolivia Concessions, Limited, of Salisbury House, E.C., and directors of the company, damages for alleged fraud and conspiracy in respect of his employment as emigration officer to the company for the purpose of securing settlers on their Bolivian Concession. He also claims against the company arrears of salary and damages for alleged wrongful dismissal. The defendants deny the allegations and counterclaim for alleged breach of contract. (SOHR v. BOLIVIA CONCESSIONS, LIMITED.)

HIGH COURT OF JUSTICE
KING'S BENCH DIVISION
ALLEGATIONS BY A COMPANY'S EMIGRATION OFFICER
SOHR v. BOLIVIA CONCESSIONS, LIMITED, AND OTHERS

(Before MR. JUSTICE MCCARDIE *and a Special Jury)*

The hearing was begun of this action in which Mr. Robert Sohr, of 4, Oxford-terrace, Hyde Park, London, W.2, claims against Bolivia Concessions, Limited, of 453-455, Salisbury House, London Wall, E.C.2; Mr. Henry Tufnell Campbell, of 73, Pont-street, London, S.W.; Mr. John Fraser Rutherford, of Upperfield, Imperial-avenue, Westcliff-on-Sea, Essex; Lord Askwith, of 5, Cadogan-gardens, London; Mr. Lindsay Stuart Campbell Gray (the Master of Gray, of 73, Pont-street, London, S.W.); Mr. Christian Lilloe Fangen, of 23, Park Hill-rise, East Croydon; Mr. Jacob Hessler, of Shipping-chambers, West Hartlepool, Yorkshire; and Sir William Martin Conway, M.P., of Allington Castle, Maidstone, Kent, damages for alleged fraud and conspiracy in respect of his employment as emigration officer to the company for the purpose of securing settlers on their Bolivian Concession. He also claims against the company arrears of salary and damages for alleged wrongful dismissal.

All the defendants deny the allegations, and there is a counterclaim for alleged breach of contract.

Mr. H. du Parcq, K.C., Mr. C. Gallop, and Mr. P. Spicer appeared for the plaintiff; Sir Patrick Hastings, K.C., Sir Albion H. Richardson, K.C., and Mr. T. Springer for all the defendants.

Mr. DU PARCQ, in opening the case, said that the matter was one of grave importance to the parties. Bolivian Concessions, Limited, were incorporated in March, 1926, for the purpose of taking over and exploiting concessions in Bolivia, South America. One of the very important matters for the company was the provision of emigrants to go out to Bolivia because the concession was a right to purchase what was called "fiscal land" from the Government of Bolivia—public land which the Government had a right to sell. For every family of settlers that the company could induce to go out to Bolivia, the company were entitled to buy a certain amount of land, and they were bound to get a large number of families to go out if they were to keep their concessions at all.

TO SECURE SETTLERS

It was for the purpose of securing settlers that the company secured the services of Mr. Sohr, who had had great experience in those matters, and got him to act as emigration officer or agent.

It was, of course, essential that, in a matter of that kind, people who were asked to risk everything by going abroad should be fairly treated, and not misled. It was also essential that the company's emigration officer should be given the facts and not be induced by misrepresentation to represent matters as they were not to people who were going out.

The case of fraud was that quite deliberately over a long period of time the defendant directors misled Mr. Sohr. They kept from him information which they had, which showed that the golden prospects were nothing but a sham and a fraud, and that settlers were being invited out to a place where the prospects were nothing or worse than nothing. They were unprepared, at any rate, and not ready in the least to receive settlers. And when reports came which were bad those directors either chose to shut their eyes to them and did not tell the plaintiff about them, letting him go on still believing that the prospects were bright; or, if they did tell him, they so succeeded in poisoning his mind against people who had made the reports that they were people whom he could not trust.

Mr. Fangen, a Norwegian, was, he (counsel) believed, primarily responsible for most of the scandals about Bolivia—they were nothing short of scandals.

Referring to the part of Sir William Martin Conway, Mr. du Parcq said that it might be that his part in the matter was less than some of the others. He (counsel) was not going to ask the jury to find fraud against anybody unless they were satisfied that deliberate misrepresentations had been made.

The Master of Gray and Lord Askwith joined the board in December, 1927.

WORK TO BE CARRIED OUT

Mr. du Parcq, continuing, said that the plaintiff was born in Hungary about 60 years ago. After referring to Mr. Sohr's career, counsel said that the company undertook, *inter alia*, to construct a modern port on the Gaiba Lagoon and to build a dockyard, depôt, and warehouses; to organize a line of steamers for passengers and cargo between Gaiba Lagoon and Argentine ports and ports oversea; to introduce a minimum of 100 to a maximum of 3,000 Spanish and Italian families and other European settlers each year during four years. It was also a term that the work should be executed within 2½ years, as well as starting the introduction of settling families within that time.

After 25 years the port and the depôts and warehouses were to be transferred to the Bolivian Government. The Government agreed to allow for each European family which was induced to settle 1,000 hectares of fiscal land at $2 a hectare. The total land expected to be involved was about 30,000,000 acres.

In June, 1925, Mr. Sohr was in London and got into touch with Mr. Fangen. In September or October, 1925, he was shown a pamphlet on the Bolivian Concession from which he received his first full account of the concession and its rosy prospects. After the company was formed an agreement of April 19, 1926, was executed on May 19, 1926, by which the plaintiff was appointed the company's sole recruiting agent for four years at a salary of £1,200 a year, and, in addition, to 5 per cent. of all moneys paid by the families for the land allotted to them. There was a provision for the determination of the agreement if he failed to fulfil any of the terms. Rather to the surprise of Mr. Sohr, the agreement having been executed, the company actually reported to him that everything was ready.

From first to last the company and the directors were quite deliberately holding out false hopes to the settlers through their emigration officer by making him put forward quite honest but fallacious hopes.

A CABLE FROM THE BRITISH CONSUL

The British Consul at La Paz cabled to Mr. Fangen on July 7, 1926, that:—

Concession lands are swamped, inundated six months every year, cannot grow cotton, hardwood timber scarce, and no rubber or oil.

Referring to that cable, Mr. Campbell wrote from London on October 27, 1927, to Mr. Fangen, the company's representative in Bolivia:—

All of a sudden we received two terrible blows from your side . . . blows that I do not think you can at all have appreciated the seriousness of, one of which was enough to have wrecked our whole concern, and had it not been for the very loyal and successful efforts of Sir Martin Conway and Messrs. Gibbs and Rutherford in the Press, I fear we should have gone under, as the blow to which I refer destroyed all confidence in our company and held us up practically as liars. . . .

The attitude of the board, continued Mr. du Parcq, was either to shut their eyes to adverse reports or somehow or other to endeavour to get them withdrawn. They had never faced the matter fairly.

On October 13, 1926, Mr. Sohr received a telegram from the company to the effect that Gaiba was ready to receive emigrants, and again in January, 1927, he was called to London and was told by Mr. Campbell that they were all ready and that all they wanted were settlers. On February 17, 1927, when Mr. Sohr attended a board meeting in London, Mr. Campbell said that any adverse reports were due to jealousy in their competitors.

In April, 1927, Mr. Sohr went to London and there was a discussion that there should be a different arrangement with him and a new contract, because a scheme was then made that they should act in the future through a French emigration society, which worked in conjunction with the Government and was in very close touch with the League of Nations. Under the new scheme the plaintiff's salary was not affected. He was not told by the directors in London a word of the bad reports and he passed on to the French society the reports which he had received. In September, 1927, he was told by the secretary to the company, on their behalf, that he must stop recruiting for a while.

In November, 1927, the company made up its mind that Mr. Fangen should be recalled from Gaiba. Colonel Sherwood Kelly went out, and on arrival at Corumba he heard of a state of affairs which made him feel that it was essential to communicate with the board. He accordingly cabled on December 29, 1927, to the effect that conditions were chaotic; organized labour non-existent; the position very serious; and that large sums of money were still owing. Everybody was in terror because of Brazilian revolutionaries who were fully armed. Some of the settlers were in a miserable state. The water was brackish, the land could not be cultivated, the huts or tents had no sides to them at all, and there was very little food. They were really living on rice and beans, and sometimes on parrots which they shot.

Further cables were sent by Colonel Kelly, who said that matters were so bad that he thought it essential to return to London and put the facts before the board personally. On January 15, 1928, Colonel Kelly wrote his first report. On January 18, 1928, there was a meeting of the board, but very little seemed to have been done about the cable. The company were pressing Colonel Kelly to remain in Gaiba, and not to come back. He resigned, however, when the company actually talked of sending out more settlers.

The hearing was adjourned.

Solicitors.—Messrs. Durnford and Son; Messrs. Ashurst, Morris, Crisp, and Co.

CHANCERY DIVISION

(Before MR. JUSTICE MAUGHAM)

PETITION TO WIND UP ADJOURNED
IN RE ANGLO-SCOTTISH SECURITIES, LIMITED

His LORDSHIP adjourned for a week this petition for the winding-up of Anglo-Scottish Securities, Limited.

Mr. F. R. Evershed appeared for the petitioners; Mr. C. J. Radcliffe for the company; Mr. Buckmaster for supporting creditors; and Mr. J. A. Reid, Mr. E. J. Hecksher, Mr. M. L. Gedge, and Mr. A. J. Belsham for other creditors.

Mr. EVERSHED said that there were creditors supporting and creditors opposing the petition. A scheme of arrangement was proposed, and he understood that the company desired an opportunity of putting its house in order. The petitioners were willing to assent to an adjournment if the other creditors agreed.

Mr. BUCKMASTER said that that was the first that he had heard of the scheme, and that he would rather take his chance in a winding-up order than under a scheme.

Mr. REID said that he represented opposing creditors for £131,000. One of the creditors was Metals Coating Company.

Mr. EVERSHED said that that company was largely formed by Anglo-Scottish Securities, Limited.

Mr. RADCLIFFE said that the company ought not to be wrecked by two or three small creditors when there was a real hope of reconstruction.

MR. JUSTICE MAUGHAM adjourned the petition for a week, and directed that all creditors should be informed of details of the proposed scheme.

Solicitors.—Messrs. Burton and Ramsden; Messrs. Helliwell, Harby, and Evershed; Messrs. Jenkins, Baker, and Co.; Messrs. Linklaters and Paines; Messrs. Radford and Frankland.

WINDING UP PETITION DISMISSED
IN RE PROPERTY AND GENERAL FINANCE CORPORATION, LIMITED

His LORDSHIP dismissed, by consent, this petition for the winding up of Property and General Finance Corporation, Limited.

Mr. F. R. Evershed appeared for the petitioners; Mr. C. J. Radcliffe for the company.

Mr. EVERSHED said that part of the debt had been paid, and the creditors had accepted an offer to give a Debenture for the remainder of it. He therefore asked that the petition be dismissed.

His LORDSHIP accordingly dismissed the petition.

Solicitors.—Messrs. Burton and Ramsden; Messrs. Helliwell, Harby, and Evershed.

PROBATE, DIVORCE, AND ADMIRALTY DIVISION
NINE DECREES MADE ABSOLUTE

(Before MR. JUSTICE BATESON)

The decrees *nisi* in the following nine Matrimonial Causes were made absolute to-day:—Soffe, K. G. v. Soffe, A. H. G.; Wales, L. v. Wales, H. G. Q.; Edwards v. Edwards and Rose; Simpson v. Simpson and Gervais; Moore v. Moore and Forrester-Critchfield v. Critchfield and Harvey; Welman v. Welman and du Berrie; Camps v. Camps and Peacock. Case in District Registries.—Callaghan, L. F. v. Callaghan, W. J.

MERCHANT BANKERS' AFFAIRS

REASONS ALLEGED FOR FAILURE

MR. REGISTRAR WARMINGTON presided at a sitting of the Bankruptcy Court yesterday for the public examination of Pandely John Agelasto, George Pandely Sechiari, and Demetrius Nicholas Copsidas, who had carried on business as bankers and merchants at Palmerston House, Old Broad-street, E.C., under the style of Rodocanachi, Sons and Company. The debtors filed their petition and were adjudged bankrupt on November 23, 1929. A statement of the firm's affairs has been lodged showing total liabilities £730,538 (unsecured £520,748) and net assets estimated to produce £250,894.

Mr. C. Roy WATERER, Deputy Official Receiver, stated at the outset that he was informed that the debtor, Mr. Copsidas, had died since the date of the receiving order.

In reply to the DEPUTY OFFICIAL RECEIVER, the debtor, Mr. Agelasto, stated that the business was established in 1830 to carry on a merchant business and had always been conducted under the style of "Rodocanachi, Sons and Co." In addition to merchanting, the firm had latterly also acted as merchant bankers and steamship managers. He and Mr. Sechiari became nominal partners in the firm in January, 1911, and introduced no capital. There were other partners between that date and June, 1927, but thereafter until February, 1929, when Mr. Copsidas became a partner, they constituted the firm. Although described as merchants they only made modest purchases of merchandise on their own account, and mostly bought and sold on commission for clients. As bankers, they received moneys from clients to place to their credit and also acted for foreign subjects in the purchase and sale, on commission, of stocks and shares. They also received moneys from the sale of clients' securities and from dividends collected. It had also always been a part of the firm's business to accept bills of exchange against the deposit of securities and merchandise and from those sources the firm had derived considerable commissions, although small net losses in trading were sustained in 1926, 1927, and 1928.

Towards the end of 1926 they met Mr. Copsidas, who suggested various business enterprises to the firm, including the discounting of certain foreign bills, which transactions expanded the firm's business and proved profitable. Mr. Copsidas, who joined them as a partner on February 14, 1929, provided a capital of £25,000 in cash and securities and became entitled to a 30 per cent. share of the profits or losses.

The witness attributed the failure of the firm (1) to the reckless financial business enterprises into which it was launched by Mr. Copsidas; (2) to the inability of two creditors abroad to remit moneys to meet maturing acceptances; and (3) to the firm having latterly accepted drafts without security.

The debtor, Mr. Sechiari, confirmed the evidence given by his partner, and the examination of both debtors was concluded.

MESSRS. LEVER BROTHERS' ACTION: DATE OF RE-TRIAL

On the application of Mr. Philip Vos, with the consent of all parties, MR. JUSTICE WRIGHT yesterday fixed Monday, May 5, for the re-trial with a City of London special jury of the action of Lever Brothers, Limited, against Mr. E. H. Bell, of Harrogate, and Mr. W. E. Snelling, of St. Ronan's, Putney Heath, London, formerly chairman and vice-chairman respectively of the Niger Company, Limited. In the previous trial last week counsel for the plaintiffs applied to amend the statement of claim, and his LORDSHIP discharged the jury and ordered a re-trial. He also gave leave to add the Niger Company as plaintiffs.

MR. JUSTICE MAUGHAM made orders in the usual form yesterday for the compulsory winding up of Burlington Buildings, Limited; Thomas Smith and Sons (Atherton), Limited; Matthews and Wilson, Limited; Southwick Motor Company, Limited; Armitage Brothers, Huddersfield, Limited; and Foundation Company, Limited.

HIGH COURT OF JUSTICE
CHANCERY DIVISION
SCHEME OF ARRANGEMENT: SANCTION TO BE SOUGHT
IN RE BRITISH TALKING PICTURES, LIMITED

(Before MR. JUSTICE MAUGHAM)

His LORDSHIP adjourned for a further week this petition for the compulsory winding up of British Talking Pictures, Limited.

Mr. Gordon Brown appeared for the company; Mr. Lionel Cohen, K.C., and Mr. Wilfrid Hunt for the supporting creditors; and Mr. E. J. Hecksher for opposing creditors.

The petition was last before the Court on March 3, and the hearing was reported in *The Times* of March 4.

Mr. GORDON BROWN said that in the meantime a scheme of arrangement with the unsecured creditors had been passed practically unanimously—only one creditor being against it—at a meeting held on March 26. A petition for the Court's sanction to that scheme had been presented, and he asked that it should come on next Monday with the present petition.

Mr. LIONEL COHEN and Mr. HECKSCHER said that they acceded to the proposal, and his LORDSHIP adjourned the petition for a week.

Solicitors.—Messrs. Last, Riches, and Fitton; Messrs. Nordon, Hugh-Jones, and Flint; Messrs. Maxwell, Batley and Co.

LAW NOTICES, APRIL 1

Judicial Committee of the Privy Council

FIRST DIVISION.—At 10.45:—Appeals.—The Commissioner of Taxes v. Realization Association, Limited (in liquidation) (pt. hd.); Raja Probhat Chandra Barua v. the King-Emperor (pt. hd.).

SECOND DIVISION.—At 10.30:—Judgment.—Nilkanth Balwant Natu and others v. Shri Satchidanand Vidya Narsinh Bharati Swami Guru and others, and connected Appeal (Consolidated). Appeal.—Sagarmull Nathany v. Gastaun (pt. hd.)

Court of Appeal

COURT I. (SCRUTTON, GREER, and SLESSER, L.JJ.).—At 10.30:—Appeals.—From the Admiralty Division (Final List).—Celtic—1929—No. 472 (Comerford v. the White Star Line, &c.; owners of S.S. Celtic (pt. hd.) (1); Croxteth Hall—1929—Folio 478 (Murray v. Ellerman Lines, Ltd., owners of S.S. Croxteth Hall (pt. hd.) (2). From the King's Bench Division (Final and New Trial Lists).—Peebles v. South London Greyhound Racecourse, Ltd. (27); re Arbitration Act, 1889 (the Standard Contracting Co., Ltd. v. the Gellygaer Urban District Council) (pt. hd.) (5).

Court of Criminal Appeal

LORD CHIEF JUSTICE'S COURT (THE LORD CHIEF JUSTICE, AVORY and BRANSON, JJ.).—At 10.30:—Final Appeal.—Rex v. Percy Bellamy (96).

Chancery Division

COURT I. (EVE, J.).—At 10.30:—Witness List. Part II.—Thomas Owen and Co., Ltd. v. Glamorgan Hematite Iron Ore Co., Ltd. (pt. hd.) (28).

COURT III. (CLAUSON, J.).—At 10.30:—Sitting in Bankruptcy.—Motions.—Re Collier, W. (pt. hd.) (2); re Bolton, J. B. (5).

COURT V. (MAUGHAM, J.).—At 10.30:—Companies Court.—Adjourned Summonses.—George Black and Sons, Ltd. (appln of Urban Electric Supply Co., Ltd., with witnesses) (28); National Benefit Assurance Co., Ltd. (appln. of English Insce. Co., Ltd.) (9); City Equitable Fire Insce. Co., Ltd. (appln. of Thames and Mersey Marine Insce. Co., Ltd.) (27); Greater Britain Insce. Corpn., Ltd. (appln. of T. E. Taylor and Co.) (29).

COURT II. (LUXMOORE, J.).—At 10.30:—Motions.—Petitions.—Re Brunner, Mond and Co., Ltd., and re Companies Act, 1929; Stephens v. Stephens. Assigned Adjourned Summonses.—Re Kellow's Letters Patent and re Patents and Designs Acts, 1907 to 1919 (to fix a day); re Braithwaite's Letters Patent and re Patents and Designs Acts, 1907 to 1919 (to fix a day); re Peters Letters Patent and re Patents and Designs Acts, 1907 to 1919; re Marks' Letters Patent and re Patents and Designs Acts, 1907 and 1919. Adjourned Summons.—Re Louch and re taxation of costs (pt. hd.) (60). Not before 12.30:—(From Mr. Justice Clauson's List.)—Witness List. Part I.—Evans v. Cox, Fallas, Eves, and Co., Ltd. (pt. hd.) (24).

COURT IV. (FARWELL, J.).—At 10.30:—Witness List. Part II.—Stratford-upon-Avon Guild, Ltd. v. Osborne (pt. hd.) (9).

LORD CHANCELLOR'S COURT (BENNETT, J.).—At 10.30:—Motions.—Short Cause.—Stein v. Blewett. Petitions.—Re Fook on Assurance and Godown Assce. Co., Ltd., and re Assurance Companies Act, 1909; Re Mary Davy, dec., and re Trustee Act, 1893. Adjourned Summons.—Re Thistlethwayte's Will Trusts (Egerton v. Thistlethwayte) (pt. hd.) (66). Short Cause.—Notley v. Bishop of Birmingham (pt. hd.). Adjourned Summons.—At 2.30:—Re Burnadon and Coolodge Coal Co. (Martins Bank, Ltd. v. the Company) (29). At 3:—In Court (as Chambers).—Re Companies (Consolidation) Act, 1908, and re Rossis Insurance Co., Ltd.

King's Bench Division

LORD CHIEF JUSTICE'S COURT (Divisional Court) (the LORD CHIEF JUSTICE, AVORY and BRANSON, JJ.).—After Court of Criminal Appeal:—Ex parte Motions.—Crown Paper.—Swiss Locomotive and Machine Works v. Metropolitan-Vickers Electrical Co., Ltd. (pt. hd.) (27); the King v. East Ham Borough Council (ex parte Hum) (5); Warren v. Derbyshire and Nottinghamshire Electric Power Co. (8); Robertson v. Russell (23).

LORD CHIEF JUSTICE'S COURT (AVORY, J.).—At 4:—Ralph v. Ralph and Prescott (Divorce, Winchester) (pt. hd.). To be mentioned.—Special Jury.—Johnston v. Fur Fabric Co., Ltd. (non-jury by consent) (1317).

COURT VII. (HORRIDGE, J.).—At 10.30:—Special Juries.—Moore and Wife v. Lunt (pt. hd.) (725); Goodenday v. Webb and anr. (530).

COURT IX. (ROWLATT, J.).—At 10.30:—Non-Juries.—Unden v. Ann Darc, Ltd., and ors. (844); Sudbury v. Sherrott (311); Same v. Same (consolidated); Motor Packing Co., Ltd. v. Woodfield Hosiering and Manufacturing Co., Ltd. (840); Harris v. Lloyds Bank, Ltd. (543).

COURT IV. (MCCARDIE, J.).—At 10.30:—Special Jury.—Sohr v. Bolivia Concessions, Ltd., and ors. (pt. hd.) (341).

COURT II. (ROCHE, J.).—At 10.30:—Commercial List.—Charter Shipping Co., Ltd. v. Bowring, Jones and Tidy, Ltd. (pt. hd.) (1231). Non-Jury.—Bremner and Tripp v. Bonne (855).

COURT I. (SWIFT, J.).—At 10.30:—Common Juries.—Massey v. Emcy and Co., Ltd. (pt. hd.) (700); Riebings Park Estate (1928), Ltd. v. Thompson and anr. (893); Abbott v. Taylor (913).

COURT III. (TALBOT, J.).—At 10.30:—Special Paper.—For Judgment.—Lord Mayor, &c., of City of London v. L.C.C., and ors. (6). For Hearing.—Non-Jury.—Thornton v. Bideford, Black, Ltd. (pt. hd.) (816).

COURT VIII. (MACKINNON, J.).—At 10.30:—Non-Juries.—A. Lancy and Co., Ltd., and ors. v. A. Waddington and Son (pt. hd.) (574); Jude Hanbury and Co., Ltd., and anr. v. Same (575).

COURT VI. (FINLAY, J.).—At 10.30:—Common Juries.—Simpson v. Dells Confectionery Works, Ltd. (pt. hd.) (906); Sullivan and ors. v. Ridgway (260); Hall v. Wilson and anr. (924).

COURT V. (WRIGHT, J.).—At 10.30:—Commercial Summonses.—Attended by Counsel.—Morris v. Oceanic S.S. Co.; Sulleman v. British Surety Co. Not Attended by Counsel.—A. Beer and Co. v. the London Assurance Co.; Commercial Union Co. v. Port of Manchester; J. Evans v. E. A. Ward; National Bank v. Crighton; Same v. Roscape; Same v. Quilter; Same v. Solomon; Same v. Sprott. Not before 10.45:—Non-Juries.—Dexters, Ltd. v. Browning (pt. hd.) (832); Penney v. Photomaton Parent Corpn., Ltd. (witnesses need not attend before 2) (865).

Jurors

Special Jurors summoned for King's Bench Court IV. must attend in King's Bench Court VII. at 10.15.

Common Jurors summoned for King's Bench Court VII. must attend in King's Bench Court VI. at 10.15.

Common Jurors summoned for King's Bench Court I. must attend in that Court at 10.15.

Probate, Divorce, and Admiralty Division

LORD CHIEF JUSTICE'S COURT (AVORY, J., sitting as an additional Judge of the Probate, Divorce, and Admiralty Division).—At 4:—Undefended Divorce Cause (Winchester Assizes).—Ralph v. Ralph and Triscott (pt. hd.).

COURT I. (HILL, J.).—At 10.30:—Admiralty.—Hektor, Freight and Cargo—1930. Poho 120 (owners, master, and crew of steam trawler Teresa v. owners of S.S. Hektor, cargo and freight), action for trial with witnesses (with Trinity Masters).

COURT III. (EATESON, J.).—At 10.30:—Defended Causes without Juries.—Saunders, L. S. v. Saunders, L. D. (pt. hd.) (217); Trouton v. Trouton and anr. (187); Cheeseman v. Cheeseman (218).

Official Referees

COURT II.—R.C.J., No. 324 (Mr. G. A. SCOTT).—At 10.30:—Hudson v. Pearson Whaley; Berliet Motor, &c., Co., Ltd. v. Mileham; John Barker and Co., Ltd. v. Grayham; Jackson v. International Art Galleries, Ltd. At 10.45:—Antill Renovating Co., Ltd. v. Benjamin.

COURT III.—R.C.J., No. 603 (SIR WILLIAM HANSELL, K.C.).—At 10.30:—Sevenoaks, &c. Electricity Co. v. Durward Brown; S. Bennett and Son, Ltd. v. Douglas Halse and Co., Ltd. (pt. hd.).

Bankruptcy

Bankruptcy-buildings, Carey-street, Lincoln's Inn.

COURT I. (REGISTRAR MELLOR).—At 11:—Wilson, W. J. E.; Taylor, F. G.; Thomas, P. D.; Zelkin, H.; Selt, C. Diamondstein, J. (orse. C. Selt and Stuart); Simpson, A.; Rosen, S.; Wood, W. D.; Schwalp, M. (orse. S. Morris, orse. S. Morris and Sons); Satorsky, W.; Walton, J. S. (orse. "Roys").

In CHAMBERS—Room 36 (REGISTRAR WARMINGTON).—At 11:—Katz, J. A. (orse. Cohen Bros.); Gray, C. O.; Adjd. Petitions (66 and 232 of 1930); Adjd. Petition (1,168 of 1929); Adjd. Petition (14 of 1930); Petition (212 of 1930); Adjd. Petition (112 of 1930); Adjd. Petition (1,053 of 1929).

MEETING OF CREDITORS IN BANKRUPTCY (the OFFICIAL RECEIVERS).—At Bankruptcy-buildings, Carey-street.—Room 53—First Floor.—At 11:—Martin, R. T., first meeting.

Companies

CHANCERY DIVISION.—COMPANIES COURT (REGISTRAR STIRLING).—In Chambers—Room 48.—At 11:—Ex parte Applications. At 11.15:—Triotone Ltd.; Owner Drivers' Club (1929), Ltd.; Greater Britain Insurance Corporation, Ltd. At 11.30:—World's Gardens (Parent Co.), Ltd.; Premier Electric Welding Co. (Newcastle), Ltd.; Dartford Brewery Co., Ltd. At 12:—Rapley Milk and Co., Ltd.; Southwick Motor Co., Ltd.; J. W. Courteray, Ltd. At 12.30:—Sarton, Ltd.; Tyzke and King, Ltd. Room 86.—At 11 to 1:—James Burton and Sons, Ltd. (Davidson and anr. v. James Burton and Sons, Ltd., and ors.). Room 67.—At 11:—Fred J. Joynes, Ltd. At 11.30:—James Beck Cotton Spinning Co. (Beck v. James Beck Cotton Spinning Co.). At 12.30:—Lewis and Crabtree, Ltd. At 2.30 to 4:—Charles Marsden and Sons, Ltd. (Clough v. Charles Marsden and Sons, Ltd., and ors.). Room 87.—At 11.15:—F. Hamnett and Wright, Ltd. At 11.30:—Joseph Thorley, Ltd. At 2.15:—Aluminium Corporation, Ltd. At 3:—James Pollock, Sons and Co., Ltd. Room 88.—At 11.15:—Russian Lloyd. At 11.30:—Same. At 12:—Valdasse Ltd. Room 68.—At 11.30:—Celtic Collieries, Ltd. (Lloyds Bank Ltd. v. Celtic Collieries, Ltd.); Same (Same v. Same). At 12:—Barrow Hepburn and Gale, Ltd. At 2.30:—British Brunswick, Ltd. (Duerhone and Unbreakable Record Co., Ltd. v. British Brunswick, Ltd., and ors.). At 3:—Gladys Cooper's Beauty Preparations, Ltd. (Thompson v. Gladys Cooper's Beauty Preparations, Ltd.).

OFFICIAL RECEIVERS—COMPANIES (WINDING UP).—Meetings at 33, Carey-street.—At 11.30:—Zenith Motors, Ltd., first meeting of creditors. At 12:—Ditto, first meeting of contributories. At 2.30:—Charles Cooper's Beauty Preparations, Ltd., first meeting of creditors. At 3:—Ditto, first meeting of contributories. At 12:—Whitmanson Mattress Co., Ltd., adjd. first meeting of contributories.

KING'S BENCH JUDGE'S CHAMBERS.—Mackinnon, J., will sit in Chambers at 10.30 for the disposal of 10 cases attended by counsel; and at 12 for one case not attended by counsel.

MASTERS sitting.—Bonner, Jelf, Whately, Ball, Simmer, Baker, and Moseley.

TAKING MASTER.—Blake.

MASTER OF THE CROWN OFFICE sitting.—Kershaw.

CHANCERY REGISTRARS.—The following will be in attendance:—More (on Appeal Court I.); Hicks Beach (on Eve, J.); More (on Maughan, J.); Andrews (on Bennett, J.); Jolly (on Clauson, J.); Blaker (on Luxmoore, J.); Ritchie (on Farwell, J.).

Central Criminal Court

COURT I. (HAWKE, J.).—At 10.30:—(1) D. L. M. Moonan; (2) K. S. Tsan.

COURT II. (the RECORDER of LONDON).—At 10.30:—J. T. Phillips, A. Philips, J. Daly, W. Rance (pt. hd.) (1). For application only (witnesses not to attend).—F. Challoner (2).

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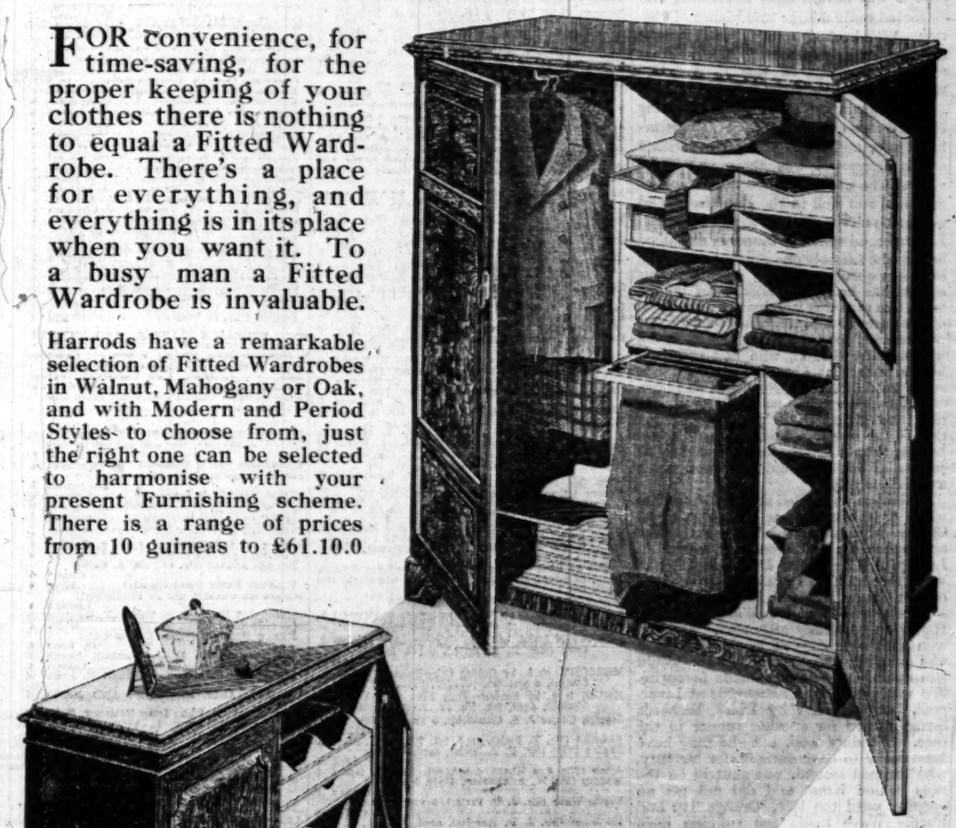

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Sporting News

RACING

WARWICK MEETING

DUNLAVIN LASS WINS

(FROM OUR RACING CORRESPONDENT)

Although racing at Warwick yesterday lacked the quality of the racing at Liverpool it was nevertheless interesting and attracted quite a large attendance of visitors. Well-backed horses proved for the most part successful, and I am afraid that at such meetings as this it is a fact which cannot be ignored.

There was a large field for the opening event, a race over five furlongs, the Kineton Plate, and here previous experience of the racecourse was shown to be of value. The winner was Oh for a Monocle, who had run well in the Brocklesby and who made all the running to win with ease. I understand that the winner is so named because he has only one eye, but even then he seems absurdly named. Although this season has been in existence for only a week this race was won by the form horse of the race, as was the next event on the programme, the Guy Selling Plate, which was won by Soldan, who had run very well in a race at Lincoln. He had then run a good second to Blue Line, and now, ridden by Beary, had no difficulty in winning and giving Beary his first winning ride of the season. Soldan officially won by less than a length, but if he had been ridden all out he would have won much more decisively.

Attention was called in these Notes last week to the ability as a trainer of G. Clancy, who, before the War, was a very accomplished rider across a country. At Liverpool he saddled Dunlavin Lass to win a race at 10 to 1 against. On account of that success Dunlavin Lass had to carry a penalty of 7lb. in the Warwick Spring Handicap yesterday afternoon. She had won with such ease at Liverpool that it was generally considered that she would win again, and she was made favourite. She was ridden by C. Richards at Liverpool, but yesterday by Dines, Richards being wanted for another runner in the race. She duly won, but she may have been lucky to have done so, for Mercury, who finished second, was shut in on the rails behind Knud and did not get an opening until too late. Orange Tip and Purple Wave made the running until Knud was sent out in front some six furlongs from the winning-post. Patrick ran sufficiently well to be noted for a race in the near future.

The betting on the race for the Shorts Plate indicated that Wootton fully expected to win with Thunder Squall, and not a few people were attracted to his chance by the fact that he was trained by a Wootton, for in the past the father of the trainer in question and his brother have often saddled winners at this meeting. Thunder Squall was well backed and, ridden by little Rook, was always well placed. He drew away in the last two furlongs to win with ease from Serageva and Orphean. Rent and Wearing a Crown collided at the start and unshipped their riders, taking no part in the race. They must, however, be considered as starters. Just before reaching the winning-post Malenser fell and, after regaining his feet, fell again. He was found to be dead. Zut owed much of her success in the Southam Selling Plate to her quickness at the start, at which both she and the Pergola filly gained a considerable advantage. They finished first and second, Zut winning by two lengths. The unnamed filly was soon out with a commanding lead, but was passed when the Straight was reached by Zut, who won quite decisively.

The afternoon's racing was concluded with the Castle Plate, for which Nightingall saddled Irish Monarch and not Dame Swynford, who had had been well backed at Lincoln when she had lost her chance of success at the start. Irish Monarch was always a good favourite and, ridden by Dick, won with ease from Bay of Acre, with Knotweed third. The last named made the early running, but was passed below the Distance by the winner. After passing the winning-post Knotweed threw Ray, but was remounted and ridden back to the Paddock.

DEATH OF MR. BARCLAY WALKER

Regular followers of racing will learn with regret of the death of Mr. Barclay Walker, who had been an owner for fully 20 years. His colours were, I believe, first registered in 1908. He owned a number of good horses, the first being Llangwm, who, ridden by Maher, was third in the Derby of 1908. Signorinetta won the race, with Primer second, and many people have always considered that the third should have won. With Craigangower Mr. Walker was again third in 1922, when the winner was Captain Cuttle and the second Tamar. Craigangower won the Union Jack Stakes at Liverpool and also the Sledmere Stakes at York. These two thirds in the Derby were no doubt very useful colts, but the best horse that Mr. Walker ever owned was probably Santorb, who, after running second to Salmon Trout in the St. Leger, won the Gold Cup at Ascot and the Newbury Summer Cup, among other races. Apart from racing Mr. Walker was interested in golf, and the Home Park Club's boards, on which are recorded the winners of the various important competitions played over that course, were given to the club by him. When the club-house was burnt down many years ago these boards were saved and are still in use.

TO-DAY'S PROSPECTS

HATTON SELLING PLATE (1m.).—Channel Fleet won her last race last autumn, and is not without a chance, while Storm Cycle comes into the race with a chance on his running at Lincoln. However, using Eastern Song, I make SCULPTOR better handicapped than either of the other two and expect him, at the weights, to win.

DEBDALE PLATE (1m. 3f.).—This race is for amateur riders, and therefore best left alone. Eileandonan has run well before on the course and is not without a chance, but there are others in the race who may beat him. One of them may well be CHERRY KING, who will be ridden by Mr. A. Cottrill, and who, on some of his past form, has been given a very good chance, which he would not have got if the race were a handicap.

LEAMINGTON PLATE (1½m.).—This should be a very interesting race, for it appears that a number of the horses engaged are fancied. Steerforth and Pounce are accurately handicapped, but each of them seems to me to be held safely at the weights by Notice Board. Abdul is very fairly handicapped, and he must be fit from hurdling. Irish Romance did not run badly in the Lincolnshire Handicap, but I consider that the best has been seen of him. Chase Me Charlie has won over the course, but has quite enough weight. On the handicap I consider that the winner should be NOTICE BOARD, who will be ridden by C. Richards.

HARBURY SELLING PLATE (5f.).—I know nothing about the probable starters here, and so cannot make a selection.

GROVE PARK PLATE (6f.).—The same comment can be applied here as was applied to the race before. I know nothing about the form of the probable starters, and so cannot make a selection.

MILVERTON PLATE (1m.).—CAT'S EYE is better handicapped here than she was at Lincoln, where she ran very well, and so seems to be an automatic selection here, where she will be ridden by Alford.

WARWICK RESULTS

2.0 (2.1).—The KINETON PLATE of 200 sovs.; for two-year-olds. Five furlongs.

OH FOR A MONOCLE, bl f, by Cellini—Carron Water (Sir C. Putley), 8st. 8lb. ..... H. Jellis 1
SILVER SHOWER, b f, by Futtendaw—Cathlose (Mr. H. Smyth), 8st. 8lb. ..... H. Packham 2
BOJO, b f, by Buen Ojo—True Flight (Mrs. E. C. Noble), 8st. 8lb. ..... F. Beasley 3
Royal Delight (Mr. F. W. Dennis), 8st. 11lb. F. Fox 0
Lady Clancy, c, by Stornoway (Mr. E. Gwilt), 8st. 11lb. ..... F. Lane 0
Old Bob (Mr. C. E. Howard), 8st. 11lb. S. Hardy 0
Haakon (Mr. H. Johnstone), 8st. 11lb. ..G. Barber 0
The Ring (Lady Ludlow), 8st. 11lb. ..... R. Dick 0
Heathfield (Mr. R. Moreton), 8st. 11lb. ..... K. Robertson 0
Inkervox (Mrs. K. Weld), 8st. 11lb. ..... J. Dines 0
Bundaberg (Mr. J. P. Arkwright), 8st. 8lb. ..... H. Beasley 0
Patrona (Mrs. J. Beary), 8st. 8lb. ..... M. Beary 0
First Venture (Mr. H. L. Cottrill), 8st. 8lb. R. James 0
Tournai (Mrs. B. Digby), 8st. 8lb. ..... A. Burns 0
Sirocco (Colonel B. FitzGerald), 8st. 8lb. C. Richards 0
Skydoon (Lord Glanely), 8st. 8lb. ..... G. Richards 0
Hunt Ball (Mr. R. H. A. Greeson), 8st. 8lb. ..C. Ray 0
Adult (Mr. J. P. Hornung), 8st. 8lb. ..... C. Elliott 0
Knock o' Morn (Sir C. McLeod), 8st. 8lb. ..O. Bush 0
Golden Treasury f, by Tetrameter (Mrs. K. Miners), 8st. 8lb. ..... J. Collins 0
Furrow (Mr. V. Mus), 8st. 8lb. ..... J. Sirett 0
Drummond Hill (Mr. Friend Sykes), 8st. 8lb. ..... F. Sharpe 0

(Winner trained by Walter Griggs, at Newmarket)

BETTING.—2 to 1 agst Oh for a Monocle, 9 to 2 Lady Clancy colt, 7 to 1 each Bundaberg and Furrow, 8 to 1 Bojo, 10 to 1 Silver Shower, 100 to 8 each The Ring and First Venture, 33 to 1 each agst the others.

Won by four lengths; a neck separated second and third. Bundaberg was fourth and Golden Treasury fifty last.

2.30 (2.31).—The GUY SELLING PLATE (high-weight handicap) of 150 sovs. One mile.

SOLDAN, b c, by Soldennis—Caspia (Mrs. K. Wallace), 4 yrs, 8st. 8lb. ..... M. Beary 1
TRISSOTIN, ch c, by Prince Chimay—The Girl (Mr. V. P. Miss), 3 yrs, 6st. 13lb. ....H. Gunn 2
NUXFORD, b g, by Stratford—Nux (Sir A. Bailey), 4 yrs, 8st. 3lb. ..... R. Perryman 3
Golden Gauntlet (Mr. I. Z. Davis), 4 yrs, 9st. 7lb. ..... S. Wragg 0
L.T.V. (Sir F. Eley), 4 yrs, 8st. 12lb. ..... F. Fox 0
Tetripit (Mr. T. Rios), 4 yrs, 8st. 7lb. ..... J. Collins 0
Well Hit (Mr. E. G. de Mestre), 4 yrs, 8st. 6lb. C. Ray 0
Pontaway (Mr. S. Wootton), 4 yrs, 8st. 3lb. ..... P. Serby 0
Kettle (Major Morris), 4 yrs, 7st. 11lb. ..E. Young 0
Big Noise (Mr. L. E. Cribbin), 4 yrs, 8st. 11lb. ..... C. Richards 0
Citronota (Mr. J. Cooper), 4 yrs, 7st. 12lb. ..... H. Packham 0
Hansruedy (Mr. S. Wootton), 4 yrs, 7st. 7lb. B. Rook 0
Priory Lad (Mr. H. J. Brueton), 3 yrs, 7st. 8lb. ..... T. Weston 0
Orang (Mr. G. Thomson), 4 yrs, 7st. 6lb. ..A. Wragg 0
Pun (Mr. H. Smyth), 4 yrs, 7st. ..... R. Smyth 0
Luperca (Mr. G. D. Smith), 3 yrs, 7st. 11lb. ..... W. Stephenson 0
Warp (Mr. H. Liddell), 3 yrs, 6st. 9lb. ..K. Gethin 0
Marden (Mrs. A. B. Cornelius), 4 yrs, 8st. 9lb. ..... J. Sirett 0

(Winner trained by J. Beary, at Tilshead)

BETTING.—11 to 4 agst Soldan, 11 to 2 Hansruedy, 6 to 1 Priory Lad, 13 to 2 Nuxford, 10 to 1 Trissotin, 100 to 8 each Marden, Well Hit, and Pontaway, 25 to 1 each agst the others.

Won by three-quarters of a length; a similar distance separated second and third. Priory Lad was fourth and Kettle last.

The winner was bought in for 600 guineas.

3.0 (3.1).—The WARWICK SPRING HANDICAP, a plate of 400 sovs. Two miles.

DUNLAVIN LASS, br m, by Cygnus—Lady Powerstown (Mrs. R. N. Davis), 6 yrs, 7st. 7lb. ..... J. Dines 1
MERCURY, ch h, by Golden Orb—Pointel (Mr. W. Clarke), 6 yrs, 8st. ..... F. Lane 2
KNUD, b g, by Santair—Time Flies (Mr. W. H. Thorpe), aged, 8st. 5lb. ..... G. Baines 3
Sarsen (Major J. S. Courtauld), 5 yrs, 9st. 5lb. ..... C. Elliott 0
Kinnaird (Mr. E. Platt), aged, 9st. 3lb. ..W. Stott 0
Eagle's Pride (Mr. F. T. Halse), aged, 9st. 2lb. ..... R. Dick 0
Aftab (The Aga Khan), 4 yrs, 8st. 13lb. M. Beary 0
Madcap (Mr. W. A. Chanler), 4 yrs, 8st. 10lb. ..... H. Beasley 0
Purple Wave (Mr. J. R. Porter), 5 yrs, 8st. 4lb. ..... J. Collins 0
Harpagon (Mr. J. D. Roberts), aged, 8st. 4lb. ..... C. Pinder 0
Patrick (His Majesty), 5 yrs, 8st. 2lb. (car. 8st. 3lb.) ..... E. Perryman 0
Andorra (Mr. T. F. Hooley), aged, 8st. C. Richards 0
Pentland (Lord Derby), aged, 7st. 9lb. T. Weston 0
Pommerino, (Sir H. Hirst), 5 yrs, 7st. 7lb. ..... H. Gunn 0
Orange Tip (Mr. G. C. Sneyd), 4 yrs, 7st. (car. 7st. 3lb.) ..... J. Sirett 0
Blood May Tell (Mr. R. E. Morel), 4 yrs, 7st. ..... A. Richardson 0

(Winner trained by Clancy, at Chitterne)

BETTING.—11 to 4 agst Dunlavin Lass, 11 to 2 Patrick, 7 to Andorra, 8 to 1 Pentland, 10 to 1 each Saracen, Pommerino, and Mercury, 100 to 8 Knud, 100 to 6 Harpagon, 33 to 1 each agst the others.

Won by three-quarters of a length; half a length separated second and third. Patrick was fourth and Harpagon last.

3.30 (3.31).—The SOUTHAM SELLING PLATE of 150 sovs.; for two-year-olds. Five furlongs.

ZUT, b f, by Zarope—Forward Girl (Mr. G. Dawkins), 8st. 9lb. ..... G. Richards 1
PERGOLA FILLY, by Achtoi (Baron F. de Tuyll), 8st. 9lb. ..... C. Ray 2
CLUTCH, b c, by Eaglehawk—Cecki (Mr. Walter Griggs), 8st. 7lb. ..... G. Skelton 3
Young Ben (Mr. S. McGregor), 8st. 12lb. ..R. Dick 0
Calmette (Lieutenant-Colonel C. Birkin), 8st. 9lb. ..... R. Perrymap 0
Liberty's Gift g, by All Alone (Mr. A. J. Bridgeman), 8st. 9lb. ..... C. Richards 0
Albata f, by He Goes (Lieutenant-Colonel S. Brown), 8st. 9lb. ..... S. Wragg 0
Opus (Mr. G. H. Darvell), 8st. 9lb. ..... H. Graves 0
Miss Middy (Mr. E. Gwilt), 8st. 9lb. ..... F. Lane 0
Manella (Mrs. W. Murray), 8st. 9lb. ..... R. James 0
Lady White f, by Zodiac (Mr. C. Pigott), 8st. 9lb. ..... E. Brennan 0
Gypsophila f, by Dawson City (Mr. J. D. Roberts), 8st. 9lb. ..... C. Pinder 0
Mrs. Shears (Mrs. N. Roberts), 8st. 4lb. ..... Hodges 0
Jobbery (Mr. C. V. Tabor), 8st. 9lb. ..... J. Emer 0
Timothy (Mr. P. Tarrale), 8st. 4lb. ..... Harman 0

(Winner trained by Wilmot, at Binfield Grove)

BETTING.—9 to 2 each agst Clutch and Albata filly, 5 to 1 each Zut and Jobbery, 6 to 1 Miss Middy, 20 to 1 each agst the others.

Won by two lengths; a head separated second and third. Miss Middy was fourth and Thirsty last.

The winner was sold to Mr. J. Lawrence for 400 guineas.

4.0 (4.6).—The SHORTS PLATE (high-weight handicap) of 200 sovs. Five furlongs.

THUNDER SQUALL, ch g, by Noblesse Oblige—Bayamo (Mr. S. Wootton), 4 yrs, 8st. 6lb. ..... S. Rook 1
SERAGEVO, b or br f, by Simon Square—Stowaway (Mr. D. M. Gant), 4 yrs, 7st. 8lb. ..... J. Sirett 2
ORPHEAN, br c, by Orpheus—Vulpina (Mr. J. W. Simmonds), 5 yrs, 8st. 2lb. ..... F. Balch 3
Scotford (Mr. E. G. de Mestre), 3 yrs, 9st. 4lb. ..... C. Ray 0
Malenser (Mr. W. Murray), 4 yrs, 9st. ..R. James 0
Suspicion (Mrs. H. E. Beddington), 5 yrs, 8st. 12lb. ..... G. Richards 0
Barrack Law (Sir H. Cunliffe-Owen), 4 yrs, 8st. 11lb. ..... H. Wragg 0
Favorita (Mr. M. Duggan), 4 yrs, 8st. 8lb. H. Graves 0
Myron (Mr. E. C. Dawson), 3 yrs, 8st. 4lb. M. Beary 0
Eastridge (Sir E. Wills), 5 yrs, 8st. 2lb. ..... F. Fox 0
On Watch (Mr. A. H. Saxby), 4 yrs, 8st. 1lb. F. Lane 0
Rent (Mr. C. Lund), 3 yrs, 8st. ..... T. Weston 0
Wearing a Crown (Mr. F. Leach, jun.), aged, 7st. 9lb. ..... F. Powell 0
Heath Lodge (Mr. H. J. Brueton), 5 yrs, 7st. 9lb. ..... S. Wragg 0
Smile (Mr. E. H. Webber), 6 yrs, 7st. 3lb. T. Martin 0
Golden Captive (Mr. Friend Sykes), 4 yrs, 7st. 2lb. ..... F. Sharpe 0
Lady Clara (Mr. T. Davidson), aged, 7st. 2lb. (car. 7st. 4lb.) ..... J. Dines 0
Red Queen (Mr. G. C. Sneyd), 4 yrs, 8st. 10lb. ..... H. Gunn 0

(Winner trained by F. Wootton, at Epsom)

BETTING.—4 to 1 agst Thunder Squall, 9 to 2 Orphean, 7 to 1 Suspicion, 8 to 1 each Rent and Wearing a Crown, 10 to 1 each Serageevo and Heath Lodge, 100 to 8 each Malenser and Scotford, 20 to 1 each agst the others.

Won by four lengths; a length and a half separated second and third. Red Queen was fourth and Myron last.

4.30 (4.31).—The CASTLE PLATE of 150 sovs.; for three-year-olds. One mile.

IRISH MONARCH, b c, by The Winter King—Molly O'Hara (Mr. W. Nightingall), 8st. 10lb. ..... R. Dick 1
BAY OF ACRE, ch g, by Milesius or Roi Herode—Fairy View (Lord Fairhaven), 8st. 7lb. ..... H. Wragg 2
KNOTWEED, b f, by Franklin—Polygonum (Sir W. Cooke), 8st. 7lb. ..... C. Ray 3
Son o' Mint (Mr. J. Brown), 8st. 10lb. ..... P. Lane 0
Norman Abbot (Mr. P. Ellison), 8st. 7lb. K. Gethin 0
Casquet's Light (Mrs. A. James), 8st. 10lb. ..... T. Weston 0
Mostelle (The Aga Khan), 8st. 10lb. ..... M. Beary 0
Oracle (Mr. J. A. de Rotoschild), 8st. 10lb. ..... G. Bezant 0
Squire Morris (Sir E. Wills), 8st. 10lb. ..... F. Fox 0
Merry Prince (Mr. S. Wootton), 8st. 10lb. ..F. Field 0
Dundee (Mr. F. Cundell), 8st. 7lb. ..... L. Tidey 0
Thomas Pipola (Mr. J. A. Dunne), 8st. 7lb. ..... Danes 0
Flaming Sun (Colonel B. FitzGerald), 8st. 7lb. ..... C. Richards 0
Sky Hawk (Lieutenant-Colonel R. Johnson), 8st. 7lb. ..... E. James 0
Honeymoon (Sir C. McLeod), 8st. 7lb. ..... H. Beasley 0
O'Callaghan (Mr. C. Wadia), 8st. 7lb. ..... J. Sirett 0

(Winner trained by W. Nightingall, at Epsom)

BETTING.—5 to 2 agst Irish Monarch, 100 to 30 Casquet's Light, 6 to 1 Merry Prince, 20 to 1 each agst the others.

Won by two lengths; four lengths separated second and third. Oracle was fourth and Squire Morris last.

NEWMARKET PROSPECTS

(FROM OUR NEWMARKET CORRESPONDENT)

Headquarters will be represented in five of the six events at Warwick to-day.

For the Hatton Selling Plate Walter Griggs has sent STORM CYCLE, who just failed by a head to win the Trial Plate at Lincoln last week. He has done very well since his return to Headquarters and his chance of winning this race appears a very good one. It is with some confidence that I select him to win.

For the Debdale Plate H. Leader will saddle both Eileandonan and Ardelve. The former has lost all heart for racing, which causes me to leave him and select his stable companion ARDELVE, who ran very well in the Kesteven Plate at Lincoln last week and will be all the better for that race.

We shall not be represented in the Leamington Plate, but in the Harbury Selling Plate we have three well-fancied candidates in Petit Chou, Brandy Snap gelding, and Miss Chaucer filly. The first-named has given satisfaction in a good rough gallop. BRANDY SNAP GELDING finished in front of Miss Chancer filly in the Tathwell Auction Plate at Lincoln and as he has done so well since that race I see no reason why he should not beat her again and prove our best.

For the Grove Park Plate our only runner, SMOLENSK FILLY, will require a lot of beating. She comes from a stable in form and has done as well as anything trained by R. J. Colling in home gallops. In the early part of March, in a trial, she was just beaten by Star Mount. Behind her she had Irishman's Queen, Marionette, Contrary Mary, Louvastra, and Bojo. She has gone on quite the right way since this gallop and I feel confident that it will take a very useful one to beat her.

In the Milverton Plate CAT'S EYE will represent Palace House, and she is fully expected to atone for her defeat in the Welbeck Handicap at Lincoln last week.

WARWICK PROGRAMME

(The letter "a" is prefixed to the names of horses which have arrived)

2.0.—The HATTON SELLING PLATE of 150 sovs.; for three-year-olds. One mile.

	st lb
aCHANNEL FLEET (Mr. John Hamer) ..... Carr	8 11
MR. CINDERS (Mr. H. C. Barker) ..... J. Beary	8 8
aSTORM CYCLE (Mr. Walter Griggs) ..Walter Griggs	8 4
aSCULPTOR (Mr. D. P. Nicoll) ..... Ashfield	8 1
aFROACH-BOEINN (Mr. J. B. Balding) ..G. Balding	8 1
TRAMPA (Captain J. Campbell) ..... Mosley	8 1
FANADA (Mr. G. W. Hands) ..... Saxby	8 1
aKNOCKIE BOY (Mr. C. E. Howard) ..... Higgs	8 1
aWELWYN (Mr. C. Leader) ..... C. Leader	8 1
aUPPER DECK (Mr. P. Thrale) ..... Thrale	8 1
aOBSERVER (Mr. S. Wootton) ..... F. Wootton	8 1

PROBABLE STARTERS AND JOCKEYS

CHANNEL FLEET, C. Richards; MR. CINDERS, M. Beary; STORM CYCLE, G. Skelton; SCULPTOR, L. Tidey; FROACH-BOEINN, —; KNOCKIE BOY, G. Richards; WELWYN, J. Simpson; UPPER DECK, S. Wragg; OBSERVER, A. Wragg; TAMPA, —; FANADA, H. Graves.

2.30.—The DEBDALE PLATE (Amateur Riders) of 150 sovs. One mile and three furlongs.

	Yrs st lb
THE CHEERFUL ARBOR (Lord Dewar) ..M. Hartigan	5 12 7
MUSTARD CLUB (Captain R. E. Sassoon) ..Hartigan	5 12 7
VANOC (Mr. J. Hamer) ..... Carr	6 12 7
CARAMOND (Mrs. O. A. Greenstade) ..... Hall	8 12 4
SILVER LAKE (Major D. Matthews) ..... Kirk	5 12 4
RESIDUE (Mr. B. Warner) ..... O. Anthony	6 12 4
aEILEANDONAN (Lord W. de Broke) ..H. Leader	6 12 4
JOSU (Mr. C. Bibby) ..... Beaby	4 11 11
aPOMMERINO (Sir H. Hirst) ..... Templeman	5 11 11
aCYCLONE (Mr. S. Savile) ..... J. Beary	5 11 11
YU SHAN (Mrs. S. Whitburn) ..... Cottrill	4 11 11
OSPRAY (Mr. H. D. Dennis) ..... P. Dennis	4 11 11
GALLOPADE (Mr. R. Pulford) ..... Pulford	6 11 8
NESTORIAN (Mrs. E. Wallace) ..... J. Beary	5 11 8
aSANADINO (Mrs. de Selincourt) ..... J. Anthony	5 11 7
APACHE (Mrs. E. Wallace) ..... J. Beary	5 11 7
MONARCHY (Mr. F. W. Wilmot) ..... J. Chapman	5 11 2
aCHERRY KING (Mr. W. Murray) ..... Cottrill	5 11 2
aARDELVE (Colonel B. Hanbury) ..... H. Leader	4 11 1
MILLBROOK (Mr. H. D. Dennis) ..... P. Dennis	5 10 13
OLIVER CROMWELL (Mr. A. E. Ansell) ..... Thrale	4 10 13
YATAO (Mr. H. G. Blagrave) ..... Blagrave	4 10 13
SPRINKLE LIGHT (Mr. R. Renton) ..... Renton	a 10 13
MARCHER LORD (Sir P. Newson) ..M. Hartigan	4 10 13
CONSTANT STREAM (Mr. H. Czarnikow) ..... Powell	4 10 10
MORLA (Mr. W. Hutchinson) ..... A. Law	4 10 10
ASHBAR (Mr. G. Thomson) ..... Bliston	4 10 10
ZAMBUK (Mrs. S. Whitburn) ..... Cottrill	4 10 10

PROBABLE STARTERS AND JOCKEYS

MUSTARD CLUB, Owner; VANOC, —; CARAMOND, Mr. West; RESIDUE, Mr. Thackray; EILEANDONAN, Owner; JOSU, —; CYCLONE, Lord Carnarvon; SANDRO, Mr. Bostwick; CHERRY KING, Mr. A. Cottrill; ARDELVE, Major Cosmo Oliver Cromwell, Major Miss; YATAO, —; ASHLAR, —.

3.0.—The LEAMINGTON PLATE (high-weight handicap) of 300 sovs. One mile and two furlongs.

	Yrs st lb
aINVERMARK (Mr. T. Richards) ..W. Nightingall	a 9 0
aIRISH ROMANCE (Mr. E. Thornton-Smith) ..... Templeman	5 8 11
aTALPA (Mrs. J. de Selincourt) ..... J. Anthony	5 8 8
TAXIMETER (Mr. J. E. Cotterell) ..... Gilbert	6 8 8
LADIES FIRST (Mrs. C. Davison) ..... Templeman	4 8 4
aSTEERFORTH (Sir W. Cooke) ..... Read	4 8 4
ADEL (Mr. H. G. Blagrave) ..... Blagrave	a 8 3
aABDUL (Mr. S. Wootton) ..... F. Wootton	4 8 3
POUNCE (Lady Wartender) ..... H. A. Brown	4 8 3
ROI DES AULNES (7lb. ex.) (Sir A. Bailey) ..... Cottrill	5 8 8
WESTERN FLIER (Lord Glanely) ..... Hogg	4 8 12
aCHASE ME CHARLIE (Sir H. FitzHerbert) ..... Clement	a 8 12
RATHNALLY (Baron F. de Tuyll) ..F. Hartigan	6 8 0
COTTAGE LASS (Sir C. McLeod) ..... Higgs	4 7 11
NOTICE BOARD (Colonel B. FitzGerald) ..... H. Lowe	4 7 9
FREEHOLDER (Mr. E. J. Marshall) ..... Morris	4 7 9
GAY GUY (M. M. Calmann) ..... Lawson	4 7 9
BROWN BESS (Mr. W. J. Waldron) ..R. Jones	5 7 8

PROBABLE STARTERS AND JOCKEYS

INVERMARK, R. Dick; IRISH ROMANCE, F. Fox; TALPA, J. Collins; TAXIMETER, L. Tidey; LADIES FIRST, J. Sirett; STEERFORTH, C. Ray; ADEL, —; ABDUL, A. Wragg; POUNCE, J. Dines; CHASE ME CHARLIE, A. Barber; RATHNALLY, COTTAGE LASS, G. Richards; NOTICE BOARD, C. Richards; FREEHOLDER, F. Sharpe; GAY GUY, J. Brennan; BROWN BESS, —.

3.30.—The HARBURY SELLING PLATE of 120 sovs.; for two-year-olds. Five furlongs.

	st lb
aTOTEM DANCE c, by Black Jester (Mr. F. H. Bowcher) ..... Gwilt	8 9
aPETIT CHOU (Lady A. Compton-Vyner) ..... Tree	8 9
PROUT (Mr. E. Jenks) ..... Templeman	8 9
aDESERT FOX (Mr. C. V. Tabor) ..... Tabor	8 9
aPATRONA (Mrs. J. Beary) ..... Beary	8 6
LADY LU (Mr. M. H. Benson) ..... M. Hartigan	8 6
PERDONA G, by Happy Man (Mr. M. Dollar) ..... Thrale	8 6
aBRANDY SNAP G, by All Alone (Mr. W. R. Duckworth) ..... Leach, jun.	8 6
KARELIA F, by The Winter King (Mr. G. W. Hands) ..... Saxby	8 6
aRICH CHIEW (Mr. H. Liddell) ..... V. Smith	8 6
LEPANTO (Mr. T. Mott) ..... Thrale	8 6
aMARKAWAY (Mr. W. Murray) ..... Cottrill	8 6
aMISS CHAUCER F. by Fantomas (Mr. R. Page) ..... H. Leader	8 6
MONDAY (Mr. G. C. Poole) ..... Poole	8 6
aCLUB FORCE (Lord Wyfold) ..... Perse	8 6

PROBABLE STARTERS AND JOCKEYS

TOTEM DANCE COLT, F. Lane; PETIT CHOU, J. Taylor; FROST, F. Fox; DESERT FOX, —; LADY LU, G. Richards; BRANDY SNAP GELDING, F. Powell; KARELIA FILLY, H. Gwilt; RICH CHEW, R. Dick; LEPANTO, S. Wragg; MARKAWAY, R. James; MISS CHAUCER FILLY, R. Fawdon; CLUB FORCE, H. Beasley.

4.0.—The GROVE PARK PLATE of 300 sovs.; for two-year-olds. Five furlongs.

	st lb
aCLOUTSHAM (Lord Glanely) ..... Hogg	8 12
LADY KITTY (Mr. G. V. Vyner) ..... M. Hartigan	8 12
aDOUBLE BAY (Mr. R. R. Jeffrey) ..... De Mestre	8 12
TROJAN PRINCE (Mr. F. Leach, jun.) ..... Leach, jun.	8 12
MILAD (Mr. W. Pearson) ..... Hamshaw	8 12
FUGITIVE (Mr. F. Thornton-Smith) ..... Templeman	8 12
RED WILLIE (Mr. C. E. Howard) ..... Higgs	8 12
aLADY BURSTWICK F, by Stratford (Mr. J. Beary) ..... J. Beary	8 9
PROSPERITY PARTY (Mrs. R. G. Borwick) ..... Morris	8 9
RUCKINGE QUEEN G, by Silver Image (Mr. A. J. Bridgman) ..... Mr. Harvey	8 9
FREDITH G, by Arch-Gift (Mr. J. Cooper) ..... Douglas-Pennant	8 9
aORANGE PERIL F, by The President (Mr. Davidson) ..... Pope	8 9
aSAINT GAUDENS (Vicomte de Fontarce) ..R. Dawson	8 9
VAN (Mr. D. Fraser) ..... R. Day	8 9
TWIN SPIRIT (Lord Glanely) ..... Hogg	8 9
SHY BABY (Mr. F. W. Horlock) ..... Walter Griggs	8 9
PRIOR'S HILL G, by Desman (Lieutenant-Colonel R. B. Johnson) ..... Johnson	8 9
LEPANTO (Mr. D. S. Kennedy) ..... Thrale	8 9
aCORAIS (Mr. Z. G. Michalinos) ..... Moloney	8 9
aSWOLLENPRIDE, F, by Scipero (Mrs. C. Rich) ..... R. J. Colling	8 9
aJOHN GILPIN (Mr. T. Richardson) ..... Bullock	8 9
aGLAMOUR (Mrs. Robinson) ..... Rimell	8 9
FIG LEAF (Mr. J. de Rothschild) ..... Pratt	8 9
SIRIAL (Mr. A. de Rothschild) ..... Watson	8 9
NIGHT BELL F, by Beresford (Mr. J. Ryan) ..... Private	8 9
GAY SOLOIST (Mr. Friend Sykes) ..... Morris	8 9
aEQUITY F, by Knockando (Mr. J. M. Woodville) ..... Sneyd	8 9

PROBABLE STARTERS AND JOCKEYS

CLOUTSHAM, G. Richards; LADY KITTY COLT, C. Richards; DOUBLE BAY, C. Ray; LADY BURSTWICK FILLY, —; SAINT GAUDENS, —; ORANGE PERIL FILLY, R. Jones; PRIOR'S HILL GELDING, L. Tidey; LEPANTO, —; CORAIS, J. Beary; SWOLLENPRIDE FILLY, T. Beasley; JOHN GILPIN, R. Dick; GLAMOUR, F. Fox; NIGHT BELL FILLY, Bennett; EQUITY FILLY, J. Collins. M. Beary rides either Lady Burstwick filly or Saint Gaudens.

4.30.—The MILVERTON PLATE (high-weight handicap of 200 sovs.; for three-year-olds. One mile.

	st lb
FEEDING STORM (Mr. H. G. Blagrave) ..Blagrave	8 10
aSHIRAZY (The Aga Khan) ..... R. Dawson	9 4
FINANCIER (Mr. W. F. Larkin) ..... Larkin	8 12
CAUGHT NAPPING (Mr. H. D. Benson) ..M. Hartigan	8 4
FRAGRENT (Mrs. A. B. Cornelius) ..G. L. Ward	8 4
aABELARD (Mr. C. W. S. Whitburn) ..... Cottrill	8 2
LIFEGUARD (Mr. A. R. Orr) ..... Lacey	8 2
aMERRY LASS (Mrs. C. Rich) ..... R. J. Colling	8 1
aPUELLA (Major T. Bouch) ..... W. Nightingall	8 1
aSOUTHAM (Mr. R. H. A. Greeson) ..... Rimell	8 0
aLOUTRES (Mr. W. J. Pierce) ..... Clement	8 0
MAMMA (Mr. C. E. Howard) ..... Higgs	7 13
SEA HUSSAR (Mr. J. Brown) ..... Morston	7 12
Miss MARS (Mr. D. A. Pavitt) ..... Poulton	7 11
LONE FLIGHT (Mr. J. E. Cottrill) ..... Gilbert	7 10
NOWSENSE (Sir W. Cooke) ..... Read	7 7
aFALLEN ANGEL (Mr. K. K. Carson) ..Peel-Yates	7 6
ACHARN (Mr. Friend Sykes) ..... Morris	7 5
aGULVAIN (Major H. T. Barclay) ..... J. Cannon	7 5
SCOTCH WILL (Mr. C. E. Howard) ..... Higgs	7 5
aCAT'S EYE (Mr. A. de Rothschild) ..... Watson	7 1

PROBABLE STARTERS AND JOCKEYS

FEEDING STORM, J. Collins; SHIRAZY, M. Beary; FINANCIER, C. Ray; ABELARD, E. James; LIFEGUARD, J. Brennan; MERRY LASS, W. Vyner; PUELLA, K. Gethin; SOUTHAM, G. Baines; LOUTRES, T. Barber; MAMMA, F. Lane; MISS MARS, A. Burns; LONE FLIGHT, L. Tidey; FALLEN ANGEL, F. Fox; ACHARN, F. Sharpe; GULVAIN, J. Simpson; CAT'S EYE, W. Alford.

OFFICIAL SCRATCHINGS

QUEEN'S PRIZE (KEMPTON PARK).—Yarn by 5 p.m. on Saturday.

LEMINGTON PARK JUBILEE.—Slipper at 9 a.m. yesterday.

JUBILEE HURDLE (MANCHESTER).—Bachelor's Vow.

SPRING HURDLE (MANCHESTER).—Bachelor's Dale.

LINGFIELD SPRING PLATE.—Huzzah.

LINGFIELD PARK SPRING STAKES.—Golden Dawn, Dick Swiveller, Parenthesis.

LINGFIELD HANDICAP.—Sans Changer.

SYSTON SELLING HANDICAP (LEICESTER).—Corral.

CRAIGIE PLATE (AYR).—Capel.

KYLE PLATE (AYR).—Tivoli Lass.

MAPLETON PLATE (LINGFIELD PARK).—Catch Crop filly.

CHADDESDEN HANDICAP (DERBY).—Abitibi.

BERKSHIRE MAIDEN PLATE (NEWBURY).—Bull Dog.

WIGSTON HANDICAP (LEICESTER).—Osculator.

LOTHIAN PLATE (EDINBURGH).—Appolite.

DERBY ENGAGEMENT.—Kate'n filly (2 yrs).

HOUGHTON HANDICAP PLATE (PONTEFRACT).—Schurfi.

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Sporting News

(Continued from page 6)

BOAT-RACE PRACTICE

GOOD ROW BY OXFORD

(To be rowed on April 12)

The Oxford crew, having spent the week-end at Brighton, returned to London yesterday morning, and consequently it was 12 o'clock before they got afloat. The tide had just turned, and rain was falling steadily.

The crew paddled down to Putney Bridge and then turned. They went upstream as far as Harrods, and Martineau was striking 26 as the crew paddled past the Boat houses. They had a minute burst off the Crabtree and Martineau struck 9½, 18, and 34 in the quarter, half, and full minute. This was a good piece of work, and the crew afterwards paddled back to the Boathouse.

The crew were out on the ebb tide in the afternoon, getting afloat shortly after 4 o'clock. They met some choppy water as they paddled upstream at 24, and were not altogether happy getting through it. Above Hammersmith the water was better and the crew did some very good paddling at 27. They turned at the Griffin Brewery, and then dropped down to Chiswick Steps to row through to Hammersmith Bridge. They had an excellent tide, but the wind was slightly against them. The start was a good one, and the crew were clearing their wash after four strokes. Martineau rowed 9, 17½, and 33 in the first quarter, half, and full minute, but dropped to 32 for the second minute. The crew rowed with plenty of life and length and got their boat moving well. By the Stork training ship Martineau was rowing 31, but he worked up to 34 for the final burst, and the crew reached Hammersmith Bridge in 9min. 54sec. It was a good row and the time was 10 seconds better than what the crew did last Tuesday, when they rowed the same piece. The rest of the outing was devoted to paddling exercises.

The order of rowing and the weights were:

	st	lb
M. J. Waterhouse (Eton and Balliol) (bow)	12	8
2. R. Low (Winchester and University College)	12	3
3. N. K. Hutton (Fettes and University College)	12	10
4. C. M. Johnston (Shrewsbury and Brasenose)	12	10
5. H. R. A. Edwards (Westminster and Christ Church)	13	5½
6. L. Clive (Eton and Christ Church)	13	2
7. D. E. Tinne (Eton and University College)	12	3
C. P. Martineau (Harrow and University College) (stroke)	11	0½
H. A. Durbridge (Malvern and University College) (cox)	8	12

The crew will be out to-day at 11.30 a.m. and 3 p.m.

CAMBRIDGE'S FAST TRIAL

Cambridge had two outings yesterday. In the afternoon they rowed from Putney to Hammersmith Bridge, and, although they beat the time taken by Oxford on Saturday by 29sec., the row cannot be described as one of their best performances, for, during the trial, Brocklebank caught no less than three crabs.

The crew were afloat early in the morning, when the water was very low. They paddled up-stream at 25, but at the top of Ranelagh found the water conditions so bad that they were forced to turn. They then paddled down-stream through Putney Bridge to Wandsworth. The water was less rough in this reach and the crew tried a half-minute row, Brocklebank striking 9½ and 18 in the quarter and half minute. Afterwards they turned and paddled back to the Boathouse, having been afloat about 45 minutes. Their boat contained a good deal of water when they came ashore.

In the afternoon they had a very fine tide for their trial. It was originally intended that they should row in the reverse way to Oxford's Saturday trial, by coming over on the ebb from Hammersmith to Putney. However, it was felt in the morning that the conditions were likely to be bad on the ebb tide, and so the trial was rowed on the flood. The crew got afloat just after 2 o'clock, when the tide was running very strongly, and, after trying a start near the Railway Bridge, they paddled up to Putney Bridge. They got away very fast, but were ragged and uneven, and Brocklebank caught a crab after rowing 12 strokes. This was within 20sec. of the start, but he recovered very smartly and, although the incident unsettled the crew, they rowed 9, 18, and 34 in the first quarter, half, and full minute.

In the second minute Brocklebank dropped to 32, but the crew failed to settle down into a comfortable row and their work was hurried all the time. Craven Steps was passed in 2min. 41sec.—9sec. faster than Oxford on Saturday, but not fast time in the conditions. Brocklebank still kept the crew rowing at 32, but he was often slow in extracting his oar from the water, and before reaching the Mile Point he caught another slight crab. Again the crew recovered well, and much credit for the smart recovery is due to Collins. The crew reached the Mile Post in 4min. 21sec., 19sec. faster than Oxford. They still kept going hard at 32, but met with another mishap just before reaching Harrods, Brocklebank catching a very bad crab, which almost completely stopped the boat. It speaks well for the power of his wrists that he recovered so well and he took the crew in to Hammersmith Bridge with a good burst at 34, and they completed the course in 7min. 31sec. This was 29sec. faster than Oxford had done on Saturday, and it is probable that the time would have been five or six seconds faster but for the crabs.

The order of rowing and the weights were:

	st	lb
D. Haig-Thomas (Eton and Lady Margaret) (bow)	11	6
2. H. R. N. Rickett (Eton and Third Trinity)	12	7
3. W. A. Prideaux (Eton and Third Trinity)	12	8½
4. F. N. Carpmael (Uppingham and Jesus)	12	7½
5. M. H. Warriner (Harrow and First Trinity)	13	11
6. J. B. Collins (Eton and Third Trinity)	14	6
7. A. S. Reeve (Brighton and Selwyn)	12	1
T. A. Brocklebank (Eton and Third Trinity) (stroke)	11	11
R. E. Swartwout (Middlesex, U.S.A., and First Trinity) (cox)	7	7

The crew will be out to-day at 10.30 a.m. and 3 p.m.

CRICKET

M.C.C. v. JAMAICA

KINGSTON, March 31.—Jamaica continued their fine reply to the M.C.C.'s first innings total of 396 when play was resumed here this morning. At luncheon the score was 303 for seven wickets.

Score:—

M.C.C.—First Innings

Gunn (G.), c. Rae, b. Stephenson	44
Sandham, c. Sasso, b. Gladstone	126
R. E. S. Wyatt, l.-b.-w., b. Sasso	28
O'Connor, b. Gladstone	0
Ames, c. Marley, b. Da Costa	26
Hon. F. S. G. Calthorpe, c. Barrow, b. Stephenson	79
N. Haig, c. and b. Gladstone	5
Astill, l.-b.-w., b. Gladstone	1
Price, b. Gladstone	18
Voce, not out	24
Byes, &c.	9
Total	396

JAMAICA.—First Innings.

R. K. Nunes, b. Haig	10
R. C. Marley, c. Calthorpe, b. Astill	40
Da Costa, b. Astill	1
J. Headley, run out	52
E. Rae, c. Calthorpe, b. Haig	37
Passhajun, not out	103
Barrow, c. Townsend, b. Voce	28
Nethersole, st. Price, b. O'Connor	10
Byes, &c.	22
Total (7 wkts.)	303

BOWLING ANALYSIS

M.C.C.—First Innings

	O.	M.	R.	W.		O.	M.	R.	W.
Nethersole	11	1	36	0	Gladstone	46.3	5	142	6
Stephenson	34	4	93	2	Sasso	24	3	87	1
Da Costa	12	3	29	1					

—Reuter.

SIR J. CAHN'S XI. v. ARGENTINA

BUENOS AIRES, March 30.—The cricket match between Argentina and Sir Julien Cahn's XI. was continued here to-day.

Score:—

SIR JULIEN CAHN'S XI.

Sir Julien Cahn, c. O'Dwyer, b. Foy	15
Major L. Green, c. Bryans, b. Ayling	83
Gunn, c. Bryans, b. Paul	83
Captain F. W. H. Nicholls, c. Ferguson, b. Dowling	56
R. W. V. Robins, c. Gibson, b. Bryans	34
F. C. Newman, b. Ayling	9
Heane, l.-b.-w., b. Bryans	0
P. T. Eckersley, c. Henderson, b. Foy	88
Rhodes, c. O'Dwyer, b. Foy	54
Flood, b. Foy	0
Richmond, not out	1
Byes, &c.	23
Total	426

ARGENTINA

Ayling, b. Richmond	3
Stuart, l.-b.-w., b. Robins	15
Ferguson, b. Robins	17
Paul, l.-b.-w., b. Robins	14
Brooks-Taylor, c. Heane, b. Robins	38
Foy, l.-b.-w., b. Richmond	71
Henderson, c. Robins, b. Richmond	62
Dowling, st. Flood, b. Richmond	16
Bryans, l.-b.-w., b. Green	65
Gibson, st. Flood, b. Richmond	8
O'Dwyer, not out	1
Byes, &c.	27
Total	337

—Reuter.

RUGBY CLUB RECORDS

(Up to and including March 29)

	P.	W.	D.	L.	For	Pts. Agst.
Aberavon	31	16	2	13	304	253
Abertillery	30	22	0	8	308	224
Artists' Rifles	24	15	3	6	273	209
Balfour Williamson	17	10	0	7	240	119
Bank of England	22	14	0	8	232	189
Barclays Bank	21	3	1	17	115	315
Barnet	23	13	1	9	325	294
Barnstaple	33	24	0	9	416	203
Bath	30	15	3	11	322	183
Beckenham	24	13	3	8	250	157
Bedford	30	17	3	10	378	219
Berkshire Wanderers	25	13	3	10	253	189
Birkenhead Park	23	17	0	6	440	208
Blackheath	35	21	5	12	450	348
Blaydon	24	16	1	7	271	115
Bradford	29	12	3	14	246	380
Bridgwater	30	15	6	9	335	255
Brighton	24	20	1	3	424	134
Bristol	37	22	2	13	468	230
British Celanese	18	8	2	8	153	157
B.T.H., Lawton	23	20	0	3	412	64
Broughton Park	26	16	4	6	215	127
Burton	28	12	1	15	231	311
Camborne	29	15	1	12	378	182
Cambridge University	24	16	1	7	374	222
Canterbury	29	9	2	18	180	298
Cardiff	59	37	2	20	605	400
Catford Bridge	31	15	5	11	250	236
Charlton Park	24	8	4	12	245	208
Chartered Bank	24	16	2	6	269	127
Cheltenham	32	23	2	4	494	149
Chiltern	24	14	1	9	315	164
Civil Service	23	14	1	8	293	151
Clifton	30	9	2	19	189	308
Clungford	25	15	2	7	270	146
Colchester	28	25	1	2	519	179
Coventry	30	21	1	8	400	194
Cross Keys	30	9	4	17	190	267
Cusco	21	7	1	13	166	255
Devonport Services	32	11	4	17	295	362
Durham City	26	16	0	10	353	292
Ealing	23	7	1	15	129	272
Esher	25	10	1	14	181	219
Exeter	31	17	3	11	343	270
Exiles	23	14	2	7	238	210
Finchley	24	6	3	15	173	240
Fylde	32	14	3	15	398	365
Gateshead Fell	29	17	1	11	233	193
Gloucester	35	19	5	11	340	280
Gosforth Nomads	28	7	1	20	220	320
Great Western Railway	20	15	2	3	187	60
Guildford	21	15	2	4	253	94
Guy's Hospital	27	11	1	15	309	311
Halifax	30	27	1	2	712	215
Harlequins	24	16	2	6	244	118
Harpenden	19	12	1	6	217	179
Harrogate O.B.	28	13	5	10	258	226
Harrow	24	12	1	11	222	163
Hartlepool Rovers	31	24	1	6	423	155
Headingley	29	13	1	15	381	323
H.A.C.	21	5	2	14	150	351
Hongkong Bank	23	8	0	15	214	295
Huddersfield O.B.	29	13	2	14	273	373
Hull and East Riding	24	11	2	11	163	205
Ilford Wanderers	24	13	2	9	184	151
Ilkley	41	14	4	13	249	230
King's College Hospital	27	16	0	11	452	309
K.C.S. Old Boys	23	16	0	7	350	179
Kingston	26	10	3	13	206	292
Leicester	34	22	2	10	455	290
Lensbury	22	15	1	6	243	146
Leyland	24	13	1	10	233	260
Liverpool	25	17	1	7	198	315
Llanelly	31	20	2	9	268	183
Lloyds Bank	25	12	3	10	247	198
L.C.C.	20	12	2	6	236	156
London Hospital	26	12	0	14	226	178
London Irish	23	11	2	10	171	216
London Rifle Brigade	20	4	3	13	112	229
London Scottish	26	11	0	15	271	296
London Welsh	27	19	1	7	346	204
Lydney	27	18	1	8	266	126
Maidstone	25	8	2	15	184	385
Manchester	28	18	3	7	362	230
Metropolitan Police	24	18	0	6	355	166
Midland Bank	21	13	3	5	247	125
Military College of Science	29	18	2	9	460	187
National Bank of India	18	13	1	4	305	122
National Provincial Bank	22	16	1	5	338	145
Neath	35	25	2	8	514	160
New Brighton	24	9	2	13	222	353
Newbury	27	21	1	5	421	113
Newport	38	25	2	11	355	167
Northampton	33	19	2	12	358	298
North Durham	28	23	0	5	405	184
Northern	27	16	1	10	375	266
Northern Assurance	23	17	1	5	357	145
Nottingham	24	16	3	5	281	95
Nuneaton	31	19	3	9	451	230
Old Albanians	22	7	4	11	137	338
Old Alleynians	25	8	2	15	224	309
Old Barkhamstedians	24	13	2	9	236	189
Old Brocklesians	20	9	3	8	170	136
Old Blues	29	11	1	17	263	343
Old Brightonians	25	10	2	13	256	248
Old Cranleighans	23	11	0	12	313	323
Old Croydonians	20	10	3	7	179	163
Old Croyhylans	18	12	1	5	305	159
Old Dartfordians	23	18	1	4	400	111
Old Dunstonians	33	25	1	7	510	183
Old Edwardians	28	7	3	18	116	300
Old Elthamians	24	13	1	10	222	185
Old Emanuel	21	8	3	10	191	223
Old Fullerians	20	14	0	6	406	112
Old Haileyburians	22	9	1	12	222	285
Old Johnians	32	11	0	11	210	220
Old Leysians	27	12	2	13	305	331
Old Merchant Taylors	25	11	1	13	275	291
Old Mid-Whigtiftians	22	15	2	5	296	160
Old-Millhillians	25	20	0	5	389	186
Old Nottinghamians	24	10	1	13	217	255
Old Paulines	28	15	2	11	276	254
Old Queenians	20	11	0	9	228	154
Old Reddingensians	22	13	2	7	175	120
Old Ruthlishans	21	9	2	10	281	198
Old Shrewsburians	29	9	4	16	156	305
Old West Cliftians	24	14	2	8	372	158
Old Whitgiftians	24	13	0	11	323	273
Old Wimbledonians	24	13	1	10	348	141
Orrington	25	16	1	8	268	128
Ostelley	23	17	1	5	152	142
Otley	35	12	7	16	315	290
Oxford Exiles	26	11	4	11	219	275
Oxford University	23	13	0	10	272	215
Park House	26	18	1	7	307	145
Penarth	30	11	2	17	232	278
Penge Park	27	17	0	10	296	210
Plymouth Albion	30	21	2	7	334	174
Polytechnic	21	12	2	7	195	178
Pontypool	36	27	1	8	325	147
Port of London Authority	23	14	1	8	216	140
Preston Grasshoppers	25	10	2	12	208	212
Redruth	33	27	1	5	575	131
Richmond	28	8	2	18	198	301
Rosslyn Park	27	15	0	12	319	253
R.N.C., Greenwich	37	11	4	22	497	670
Royal School of Mines	27	24	1	2	738	136
Rugby	35	28	0	7	579	160
St. Bart.'s Hospital	28	15	1	12	298	246
St. Mary's Hospital	26	8	4	14	212	285
Sale	32	19	2	11	517	270
Saracens	24	10	2	12	150	146
Sevenoaks	20	12	2	6	216	100
Sidcup	25	18	1	6	481	245
Southend	22	7	1	14	201	222
Staines	22	15	2	5	217	155
Standard Bank of S.A.	17	6	0	11	120	197
Stratford-on-Avon	29	21	0	8	334	197
Streatham	27	9	1	17	206	330
Stroud	29	7	5	17	152	285
Sun of Canada	27	24	0	3	602	87
Sutton	25	9	1	15	249	245
Swansea	35	27	2	6	519	180
Taunton	31	14	3	14	266	227
Thames Valley "The Times"	24	11	2	11	161	192
Toc H.	17	8	0	9	133	166
Tonbridge	23	16	0	7	330	132
Torquay	23	8	3	12	218	246
Tunbridge Wells	35	31	0	4	508	189
Twickenham	21	11	2	8	296	176
Tyldesley	28	6	3	19	167	367
U.C.S. Old Boys	31	20	4	7	380	244
United Banks	26	6	1	19	153	347
United Services	6	5	0	1	130	40
Upper Clapton	31	17	0	14	371	206
Wakefield	24	12	1	11	336	222
Warlingham	30	11	2	17	287	211
Wasps	19	8	2	9	194	211
Waterloo	26	21	1	4	476	143
Wellingborough	26	15	1	10	347	274
Wellington	23	11	1	11	183	252
Wembley	31	18	4	9	316	178
Westcombe Park	21	8	1	12	143	174
West Hartlepool	24	8	1	15	164	257
West Herts	30	16	1	13	346	257
Westminster Bank	22	12	0	10	220	184
Westminster Hospital	24	13	1	10	362	284
Weston-super-Mare	19	11	1	7	219	152
Weymouth	33	19	1	13	420	224
Wimbledon	24	13	3	8	288	154
Windsor	23	16	3	4	273	91
Wolverhampton	19	9	1	9	168	158
Woodford	26	12	2	12	190	151
Worcester	27	19	1	7	332	148
Workington	27	22	1	4	462	106
Worthing	26	13	4	9	463	106
Wyvern	24	17	1	6	377	185

MIDDLESEX SEVEN-A-SIDE TOURNAMENT

The Middlesex Rugby Union Seven-a-side Tournament, which has been so successful for the last four years, is again being organized this season. All the profits from the competition are devoted to charities, notably the Middlesex Hospital Cancer Research Fund, and this year the Newspaper Press Fund will also benefit.

There has been the usual large entry, the number of contesting teams being 80, and the committee have arranged the draw so that the clubs which reached the final rounds last year will be excused until the third round. The teams affected by this ruling are Harlequins I., last year's winners, London Irish, Richmond I., Wasps I., Old Paulines, Edgware I., Rosslyn Park, Old Millhillians, Old Merchant Taylors, Blackheath I., Streatham, London Welsh, Old Blues, Old Cranleighans I., Guy's Hospital, and London Scottish I.

The rules are the same as in former years, each side to consist of seven players—the customary formation is one full-back, two three-quarter backs, one half-back, and three forwards—and seven minutes each half will be played. In the event of a draw, extra time of seven minutes, or part thereof, each way, must be played until either team scores, such team being the winners. The final will occupy 10 minutes each way. The constitution of club teams may be changed up to and including April 24, when the first three rounds must be completed, but no player on a losing side will be allowed to take any further part in the competition. No player who meets with injury or accident may be replaced during the course of the game.

The playing of matches in the first three rounds are to be arranged by the clubs concerned, but the games in the fourth and fifth rounds will be divided between the Harlequins ground at Teddington, the Exiles pitch at Orleans Park, and the Rugby Union enclosure, Twickenham, and will be decided on April 26. The semi-finals and final also take place at Twickenham on the Rugby Union ground on April 26, and stand tickets may be obtained at 5s. each, including admission, from the secretary, Rugby Union, Twickenham, and

(Continued at foot of next column)

ASSOCIATION FOOTBALL

THE ENGLISH TEAM

The following team was selected yesterday to represent England against Scotland at Wembley on Saturday:—

Hibbs (Birmingham), goal; Goodall (Huddersfield Town) and Blenkinsopp (Sheffield Wednesday), backs; Strange (Sheffield Wednesday), Webster (Middlesbrough), and Marsden (Sheffield Wednesday), half-backs; Crook (Derby County), Jack (The Arsenal) (captain), Watson (West Ham United), Bradford (Birmingham), and Rimmer (Sheffield Wednesday), forwards.

The International Selection Committee decided that the players chosen must not take part in any match before the international game. In accordance with general expectation, the Selection Committee have built up the side on the Rest team, which defeated England in the recent trial match at Liverpool by six goals to one, no fewer than seven of the Rest team being selected. These are Goodall, all the half-backs, and Crook, Jack, and Bradford, of the forwards. Of the side representing England in the trial game Hibbs and Blenkinsopp alone are selected. Of the English team that beat Wales by six clear goals in November only Hibbs, Blenkinsopp, and Marsden remain, while Strange, Webster, Crook, and Rimmer are new ot international honours. Watson has not played for his country since 1923, and the last time that Jack appeared in an international match was in 1924.

Clapton Orient beat Newport County in a match in the Southern Section of the Third Division at Homerton yesterday by three goals to one.

Hull City beat Oldham Athletic in a Second Division match at Hull yesterday by one goal to none.

BILLIARDS

AMATEUR SNOOKER CHAMPIONSHIP

Play in the Amateur Snooker Championship was continued at Thurston's Hall, Leicester-square, yesterday, when S. Lee (London) was opposed by F. Whittall (Birmingham) in the second heat of the second round. The heats are the best of seven games, the final, which will be played on Saturday, being the best of nine games. The winner of yesterday's game qualified to play W. Coupe (Leicester) in the first of the semi-final games. Four games were played in the afternoon, and Whittall secured a lead of three games to one.

Lee was lucky to win the first game at 53 to 39. Whittall played steadily and with runs of 13 and 11 he led by 39 to 26 with all the red balls taken. Lee took the yellow but was snookered on the green. He played hard on to the side cushion and was fortunate to pot a ball in the bottom pocket. He made a fine stroke to take the brown, and went out with a break of 25. Whittall played very well to win the second game at 73 to 32. He made breaks of 13, 18, and 11 to lead, with only the coloured balls left, by 62 to 20. Lee's only hope of success was by means of a number of snookers. He took the green and caused his opponent to foul twice, but Whittall played a very patient game, and Lee gave up with the pink and black left.

The third was a very good game, Whittall winning by 71 to 62. The scoring was fairly level in the early part of the play. Whittall made runs of 15, 9, and 8, while Lee made a break of 25, the score being 41 all. With the red balls off Lee led at 48 to 41 and, assisted by his opponent's mistakes, Lee appeared to stand a very good chance of winning the game. Lee led at 62 to 46, snookering his opponent cleverly, but he left the green over the bottom pocket. That was the last stroke Lee had in the game, Whittall taking all the coloured balls except the yellow to win the game with a break of 25. Whittall led all through the fourth game, which he won at 66 to 31. He made two breaks of 14 before the reds were cleared and, although Lee made some good strokes, he did not stand any real chance of winning the game. Whittall, who was the runner-up in the competition two years ago, showed a good knowledge of the game, and some of his hazards were very well made.

Whittall was successful in one of the two games necessary to complete the match in the evening, and qualified for the semi-final by four games to two. Lee won the first game at 66 to 27, reducing his opponent's lead to three games to two. Although Lee made breaks of 20, 12, and 13, while Whittall's chief run was 12, it was not a good game, the potting of each of the players being only moderate. A break of 31 in the next game enabled Whittall to win it at 64 to 31. With the last four coloured balls remaining Lee snookered his opponent several times, but without any beneficial effect. The result was:—

F. Whittall (Birmingham) beat S. Lee (London) by four games to two (39—53, 73—32, 71—62, 66—31, 27—66, 64—31).

To-day's heat is between A. Kershaw (Leeds) and R. H. Webber (Brighton).

LINDRUM v. NEWMAN

A feature of the afternoon play yesterday in the match between Lindrum and Newman, in Dublin, was a break of 762 by Lindrum, which included a run of 103 close cannons. He also made 146 unfinished. Newman's best runs were 221 and 104. The scores at the interval were:—Lindrum (in play), 3,867; Newman, 2,024.

The closing scores were:—Lindrum, 4,984; Newman (in play), 3,092.

SMITH v. MCCONACHY

Smith's lead was reduced to 238 points during yesterday afternoon's play in his match with McConachy at Manchester, the New Zealander totalling 835 and Smith 750. The chief break was one of 691 (full) by McConachy at the start of play. He subsequently made runs of 137 and 341, and Smith's best breaks were 97 and 293. Each player had an average of 75. The scores at the interval were:—Smith (in play), 10,431; McConachy, 10,193.

The closing scores were:—Smith (to play), 11,833; McConachy, 10,480.

WOMEN'S TOURNAMENT

A women's billiards tournament, promoted for the first time, was begun at Burroughes Hall, Soho-square, yesterday. The competition consists of two semi-final heats, of 750 points up, and the final, of 1,500 up, which will extend over two days. The players are Mrs. Watts (Cardiff) and Miss J. Gardner (London), who met in the first heat yesterday, and Miss M. Barber (South Shields) and Miss E. Collins (London), who will play in the second heat to-day.

There was a very good attendance yesterday afternoon, when Miss Gardner secured a winning advantage over her opponent. As the game is being played on a standard table, the conditions are the same as those which govern ordinary championship matches, so that the test is a severe one. Miss Gardner has learned the losing hazard game well, and on some of her form she could be regarded as the equal of many amateur players. Mrs. Watts could not adapt her play to the conditions, and, although she made good strokes occasionally, she could not judge the strength of the table as well as her opponent. Miss Gardner experienced some difficulty at first, but she played quite well afterwards and showed very nice form while making breaks of 41, 31, 52, 22, 20, 25, 23, and 37. The highest runs by her opponent were 15 (twice), 14, and 10. Miss Gardner had an approximate average of 6.

The scores at the interval were:—Miss Gardner (in play), 389; Mrs. Watts, 155.

Miss Gardner won the match easily in the evening and qualified for the final. Miss Gardner made breaks of 57, 36, 29, 25, and 30, while her opponent's chief runs were 15 and 13.

The result was:—Miss J. Gardner (London), 750; Mrs. Watts (Cardiff), 259.

from Messrs. Alfred Hays, 26, Old Bond-street, W.1, 74, Cornhill, E.C., and 62, Strand, W.C.

The draw for the first round is:—

Exiles v. Ealing I.; C.A.V. v. Southern Railway; Saracens I. v. Old Brightonians; London and Lancashire Allied v. Borough-road College; Middlesex Hospital v. Lyons; Northern Assurance v. St. Mary's Hospital; 600 City of London (Bombing Squadron) v. National Provincial Bank I.; St. Bartholomew's Hospital v. Edgware II.; Tec H. v. Affiliated South American Bank; Motor Union v. Chartered Bank of India; Old Habberdashers v. Harlequins II.; Harrow I. v. Old Bowegians; Twickenham v. Staines; Centymca v. National Physical Laboratory; Blackheath II. v. Upper Clapton II.; Old Haileyburians I. v. London Scottish II.; Metropolitan Police v. Polytechnic; London Irish II. v. Old Cranleighans II.; Harrow II. v. Ealing II.; Civil Service v. R. T. H. (London); Bank of England v. West Herts; Law Society I. v. Old Queenians; H.A.C. v. Richmond II.; Sutton II. v. Saracens II.; Upper Clapton I. v. R.A.F. (Uxbridge); Esher v. Law Society II.; U.C.S. Old Boys v. Old Hurstjohnians; Wasps II. v. Old Haileyburians II.; Westminster Bank v. National Provincial Bank II.; Old Leysians v. Old Dunstonians; Finchley v. Sutton I.; U.C.S. Old Boys I. v. City of London Police.

Crumlin beat Pontypool in a match at Crumlin yesterday by a goal and two tries (11 points) to two tries (6 points).

RACKETS

UNIVERSITY DOUBLES MATCH

Oxford (I. Akers-Douglas, Eton and Christ Church, and K. A. Wagg, Eton and Magdalen) beat Cambridge (R. H. A. G. Calthorpe, Harrow and Magdalene, and C. M. N. Baker, Cheltenham and Sidney Sussex) in

Parliament

CONSCIENTIOUS OBJECTORS

SOCIALIST POLICY ATTACKED

GOVERNMENT DEFEAT ON A STANDING ORDER

HOUSE OF COMMONS

MONDAY, MARCH 31

The SPEAKER took the Chair at a quarter to 3 o'clock.

The United Kingdom Temperance and General Provident Institution Bill and the Portsmouth Corporation Bill were read the third time.

AUSTRALIA AND RUSSIA

Mr. A. HENDERSON, Secretary of State for Foreign Affairs (Burnley), replying to SIR N. GRATTAN-DOYLE (Newcastle-on-Tyne, N., U.), said that his Majesty's Government in the Commonwealth of Australia asked his Majesty's Government in this country on January 16 to inform the Soviet Government that, if the Soviet Government desired to appoint a Consular Officer in Australia, his Majesty's Government in the Commonwealth would be prepared to accept such an officer, subject to the usual provision that he should be *persona grata*, and to the formal reiteration of the undertaking in respect of propaganda, on the basis of reciprocity, as provided for in the exchange of notes of December 29, 1929.

SIR N. GRATTAN-DOYLE asked how many of the Dominions and Protectorates were included in that reply. Mr. HENDERSON.—Only the one that I have named.

BIG BEN

Mr. LANSBURY, First Commissioner of Works (Bow and Bromley), in reply to a question by Mr. REMER (Macclesfield, U.) as to what steps were taken to ensure that the time given by Big Ben was correct, said:—The clock is checked daily by Greenwich Observatory. During the past 290 days the error has exceeded one second on eight days only. (Cheers.) Mr. REMER.—Is the right hon. gentleman satisfied, in view of the fact that Big Ben is three minutes slow by every other clock in the country? Mr. LANSBURY.—All the others are wrong and Big Ben is right. (Cheers.)

TELEGRAPHIC CHARGES TO ARGENTINA

Replying to CAPTAIN CAZALET (Chippenham, U.), Mr. LEES-SMITH, Postmaster-General (Keighley), said:—I have noted the complaints of the D'Abernon Committee that the cable and wireless rates from Argentina to London are higher than the rates to New York and Berlin, and that the matter calls for immediate attention. This, however, is not a case in which the Post Office can lower the rates, as these are not Post Office services but services carried out by the Imperial and International Communications Company. The matter is under the consideration of the Imperial Communications Advisory Committee, who have certain functions in regard to the company's rates.

In answer to a further question by CAPTAIN CAZALET, Mr. LEES-SMITH said that an alteration would be effected in these telegraphic charges if the Communications Company would alter them. Some weeks ago he called the company's attention to the matter, and some days ago he sent them a copy of the D'Abernon Committee's remarks about it. The matter was now being negotiated between the company and the Imperial Communications Advisory Committee.

COTTON COMMITTEE'S REPORT

Replying to Mr. HACKING (Chorley, U.), Mr. MACDONALD, Prime Minister (Seaham), said he understood that the Committee which was examining the position of the cotton industry in this country hoped to be able to submit their report after Easter. It was impossible to consider the question of publication until the report was received. The evidence received by the Committee had been submitted on the express understanding that it would not be made public. It would, therefore, not be published.

THE NAVAL CONFERENCE

COMMANDER SOUTHBY (Epsom, U.) asked the Prime Minister whether the Government still adhered to their determination to arrive at an agreement between the whole five Powers taking part in the Naval Conference, and not between two or three of them.

Mr. MACDONALD.—Yes, Sir.

SALE OF NELSON'S FURNITURE

CAPTAIN CAZALET asked the Prime Minister whether he was aware that Nelson's furniture, now on loan to the Victory, was about to be sold; and whether the Government would be prepared to make a reasonable contribution for the purchase of these articles in order to secure them as a national possession.

Mr. MACDONALD.—I am aware of the facts in connexion with this furniture; but although I have every sympathy with the patriotic purpose underlying the hon. member's question, and regret that there should be any possibility of this furniture leaving its appropriate place, I do not think his Majesty's Government would be justified in devoting public money to this purpose.

Replying to a further question by CAPTAIN CAZALET, Mr. MACDONALD said that the Government were very much interested in the question of the export of national art treasures, but the difficulty was to draft legislation which would not be more unjust than expedient. He would be only too glad to get any practical advice from any hon. member as to how to stop this sort of thing.

NAVAL CONFERENCE AND HAWKINS CRUISERS

SIR CHARLES CAYZER (City of Chester, U.) asked the Prime Minister whether any proposals had been made at the London Naval Conference which would involve the scrapping of the four cruisers of the Hawkins class in the British Navy.

Mr. MACDONALD.—I think it would be clearly undesirable to give information of this character while the negotiations are still in progress and provisional proposals may be modified at any moment. While I am only too anxious to take the House into my confidence at the earliest possible moment, I am sure that there will be general agreement that fragmentary information, given in reply to Parliamentary questions, might not only prove misleading to the House, but might also prejudice the success of the Conference. Whatever agreement is come to, it will be a systematically balanced whole and must be considered as a complete plan in relation to the programmes of other Powers.

SIR C. CAYZER asked if the right hon. gentleman did not consider that it would be very false economy to scrap such up-to-date vessels in view of the fact that whatever the result of the Naval Conference might be this country would be faced with a heavy building and replacement programme within the next few years.

Mr. MACDONALD.—I can assure the hon. member that all these considerations would be taken into account.

CADET CORPS

THE WEARING OF MILITARY UNIFORMS

Replying to SIR W. DAVISON (Kensington, S., U.), Mr. T. SHAW, Secretary of State for War (Preston), said:—The wearing of military uniform by cadet corps will not be allowed after the camps arranged for this year.

SIR W. DAVISON asked if this was not a very unfortunate decision, which would discourage recruiting.

COLONEL HENEAGE (Louth, U.) asked if these units would be allowed to wear out their present uniforms.

Mr. SHAW said that so long as the uniforms did not contain the badges of the Service perhaps an arrangement might be made.

Mr. SOMERVILLE (Windsor, U.) asked if the corps would be allowed to have the use of military equipment for their camps this year.

Mr. SHAW said that the decision of the House was that after this year these corps would cease to be semi-military in character.

Mr. BRACKEN (Paddington, N., U.) asked if a refund would be given to the boys who out of their small means had purchased their own uniforms.

SIR W. DAVISON asked if a corps would be allowed to wear these uniforms if they provided them at their own expense or at the expense of others.

Mr. SHAW.—These corps will be in exactly the same position as any other private individual as regards wearing the uniform of his Majesty's Forces.

EGYPTIAN DELEGATION

Mr. DALTON, Under-Secretary, Foreign Office (Bishop Auckland), informed CAPTAIN CROOKSHANK (Gainsborough, U.) that the names of the Egyptian delegates to the Anglo-Egyptian Conference were:—Mustafa-el-Nahas Pasha, Prime Minister; Wassif Boutros Ghali Pasha, Minister for Foreign Affairs; Osman Moharrem Pasha, Minister of Public Works; William Makram Ebeid Effendi, Minister of Finance.

CAPTAIN P. MACDONALD (Isle of Wight, U.) asked if it was not a fact that one member of this delegation was decidedly anti-British.

Mr. DALTON.—I think that is a very improper question. (Ministerial cheers.)

RELIGIOUS LIBERTY IN RUSSIA

CAPTAIN MARGESSON (Rugby, U.) asked the Secretary for Foreign Affairs whether he had instructed our Ambassador at Moscow to report from time to time on the situation of British subjects in Russia so far as their religious liberty was concerned.

Mr. DALTON, who replied, said his Majesty's Ambassador in Moscow would naturally report any interference with the religious liberty of British subjects in the Soviet Union. In view of the standing instructions to all his Majesty's representatives abroad regarding British subjects, the Secretary of State did not consider that any special instructions to his Majesty's Ambassador were necessary.

SIR W. DAVISON (Kensington, S., U.).—Is the Under-Secretary aware that ration cards are refused to all ministers of religion? Will he make inquiries?

No answer was given.

PALESTINE

COMMISSION'S REPORT

Mr. MACDONALD, replying to Mr. BALDWIN (Bewdley, U.), said that copies of the report of the Palestine Commission's inquiry would be in the hands of hon. members that evening, and he hoped to be able to make a preliminary statement on Thursday. The Government was studying the report, and was in consultation with the parties concerned.

EASTER RECESS

Mr. BALDWIN asked the PRIME MINISTER if he was yet in a position to make a statement as to the Easter recess.

Mr. MACDONALD said he thought he could answer that question, but he would be able to answer with more certainty if the question were put to him on the following day.

GOVERNMENT DEFEAT

A division then took place on a motion, in the name of the PRIME MINISTER, that the Standing Order be suspended to enable the House to sit after 11 o'clock. When the Unionist tellers (Sir G. Hennessy and Sir F. Thomson) took up their position to the right facing the Speaker's chair, and the Ministerial tellers (Mr. Parkinson and Mr. Hayes) on the left, the House knew that the Government had been defeated, and loud cheers were raised by the Opposition.

The figures were:—	
Against the motion	183
For the motion	179
Majority against the Government ..	4

The Opposition cheers were renewed after the figures had been announced, and there were cries of "Resign."

Mr. CHAMBERLAIN (Birmingham, Edgbaston, U.) rose from the front Opposition bench and said that, in view of the decision which had been given by the House, it would be in accordance with precedent if it adjourned to give the Prime Minister an opportunity of considering his policy.

The SPEAKER was understood to say that a motion for the adjournment of the House would not be in order at that stage.

SIR B. EYRES-MONSELL (Evesham, U.).—On a point of order, Mr. Speaker. When a motion moved by the Prime Minister is defeated in the House of Commons is it not right, or in order, for the Opposition to discuss the question on a motion for the adjournment?

The SPEAKER.—I do not know that the fact of the Government being defeated on this motion makes any difference to the Rules of the House.

The first Order, a motion to go into Committee of Supply on Civil Estimates and Estimates for Revenue Departments, 1930, was then taken, and the Speaker put the usual question—"That I do now leave the Chair."

Mr. CHAMBERLAIN formally moved "That the debate be now adjourned." (Unionist cheers.)

Mr. MACDONALD, who was received with loud Ministerial cheers, said:—I think the right hon. gentleman is in too big a hurry. (Laughter.) The motion was that the 11 o'clock rule be suspended in respect of certain business. The House has declined to suspend the rule. Therefore, the House will go on until 11 o'clock. (Laughter and cheers.)

The House divided on the motion that the debate be now adjourned, when there voted:—

For	175
Against	185
Government majority	10

The result of the division was received with general laughter and cheers.

CONSCIENTIOUS OBJECTORS

UNIONISTS AND GOVERNMENT POLICY

On the motion that the Speaker do now leave the Chair,

MAJOR COLVILLE (Mid Lothian, N., U.) rose to call attention to the policy of the Government with regard to conscientious objectors; and to move, "That this House regrets that the policy of the Government with regard to conscientious objectors is contrary to the spirit of the policy adopted hitherto by successive Governments since the War with regard to ex-Service men, and constitutes a reversal of such policy." He said that hitherto every Government since the War had acted on the principle that men who had served the country during the War deserved from the State more than men who, though eligible and perfectly fit in every way, declined to do so. Within a few weeks of coming into office the present Government had thought fit to violate that principle. Broadly speaking, there were two classes of conscientious objectors in the Civil Service—those who were unwilling to shed blood, but were willing to serve in non-combatant or ambulance services; and those who refused to serve in any force or in any form whatever. Men in the first class were regarded as ex-Service men, and at the end of the War they were reinstated with full privileges and without any disabilities whatever. It was the second class which the Government had chosen to single out for special treatment. That class numbered 300 in round figures, and these men either remained in their positions in the Civil Service on a temporary basis or were put to work elsewhere. At the end of the War, 230 were re-established in their posts; 70 did not go back; they were either discharged on the ground of unsatisfactory conduct in the meantime or they tendered their resignations. The 230 were re-established with full privileges except that the years of their exemption from military service were not to count for pension or increment of salary, and that, in accordance with the pledge given to the House by the Chancellor of the Exchequer in July, 1918, they were not to be promoted over the heads of ex-Service men in the Civil Service—a pledge that had been honoured by every Government since the War until the present one.

On September 10 last, when the House was not sitting, a Treasury circular was issued which made three principal changes in the position of conscientious objectors. The circular stated that the Government had decided that, except in the Defence Departments, no person should in future be ineligible for appointment to any post in the Civil Service by reason of the fact that he had declined military service on the ground of conscientious objections; that the undertaking with regard to the promotion of conscientious objectors over the heads of ex-Service men was to be abrogated, and that the existing emoluments of these conscientious objectors were to be reassessed for purposes of increment as from August, 1929. This decision was in direct defiance of the unanimous recommendations of the Committee of 1922—recommendations which were agreed to by the present Lord Privy Seal, Colonel Wedgwood, and Major Wood, the Liberal member for Banff, who were members of the Committee. (Hear, hear.) It would be an exaggeration to say that the reinstatement of these conscientious objectors with full privileges constituted a grave menace to the prospects of ex-Service men, but the point was that the change made by the Government cut right across the principle which they had always maintained, that the man who served his country deserved more from the State than the man who refused to do so. (Cheers.)

If the Government were going to take selective action of this kind in regard to conscientious objectors, there were still cases of disability among ex-Service clerks which demanded attention. (Hear, hear.) It had been stated that they had not been dealt with by this and previous Governments because of the question of finance. If the Government now had money available for conscientious objectors, they must consider the reopening of such claims as well. He expected to hear it said that the permanent ex-Service men in the Civil Service did not mind the action which was being taken, but he was prepared to say that that was not the unanimous feeling at all. If it were, it would not absolve the Government. It would be hard to convince the House that the 200 conscientious objectors were so pre-eminent in ability or so essential to the service of the country that it was necessary to promote them over the heads of ex-Service men if the country was not to suffer.

CAPTAIN HUDSON (Hackney, N., U.) seconded the motion. He said he did not believe any one action of the Government had so stirred public opinion as their action in this matter. (Labour laughter.) The British Legion had approached him, and his own branch had asked him to raise the question at the earliest moment. The Secretary for the Treasury, when asked how many men would be affected, replied that there would be no appreciable effect upon promotion. But whether the effect was appreciable or not, the principle remained. At a time when there were large numbers of claims among Civil Service men from those who had served in the War, the Government had chosen to free conscientious objectors from disabilities. It was a direct betrayal of the promises made to the soldiers during the War.

Mr. W. BROWN (Wolverhampton, W., Lab.) said that if Civil servants were punished for being conscientious objectors it really meant that the State, as employer, was punishing men for doing what the State, as the State, had said that it had a perfect right to do. It was to the credit of the Civil Service trade union movement that it had constantly refused to lend itself to the persecution of this handful of men. He was a Civil Service trade union official, and he was not a conscientious objector during the War period. The overwhelming majority of the 20,000 men in his organization were ex-Service men. Of his own class—the old assistant class—94 per cent. of the men joined the Army. From 1919 onwards the ex-Service men in his and the other great unions in the Civil Service had sharply dissented from the penalties imposed on the conscientious objectors. If to-day they penalized a man because of his views on war, to-morrow they would penalize him because of his views on politics, birth control, or religion. He complimented the Government on the stand they had taken and only regretted that they did not carry the thing to its logical conclusion and bring back the 40 or 50 men who carried their conscientious objection to the point of going to prison.

Mr. GRIFFITH (Middlesbrough, W., L.) said that the real question was how long this kind of thing was to go on and whether there was to be no lulling of the angry feelings that war stirred up. He supported the Government.

MAJOR LEIGHTON (Oswestry, U.), supporting the amendment, said that he could not understand the attitude of mind of the conscientious objector.

Mr. BENSON (Chesterfield, Lab.) said he was a conscientious objector during the War, and he repudiated the idea that conscientious objectors stood on a lower level than the ex-Service men. Being a conscientious objector gave him 5,000 extra votes at the last election. The Government were now merely righting a long-standing wrong, and were getting back to the basis of a permanent non-political Civil Service as against a Civil Service dependent on political favour.

COMMANDER SOUTHBY (Epsom, U.) said the right given to the conscientious objector was that he might exercise his conscientious scruple not to go to the War but that if he did so it would be under certain definite understandings, and it was those definite understandings that the Government were now seeking to abrogate. Persons who were conscientious objectors during the War knew perfectly well the conditions under which they exercised their undoubted rights. The settlement arrived at as a result of the report of the 1922 Committee was a perfectly fair one. Whatever their opinions on the subject of military service, hon. members would all agree that justice should be done and that the bargain made with the ex-Service Civil servants should be honoured.

MAJOR WOOD (Banff, L.) said that it was undoubtedly very hard that Civil servants who had gone to the War should come back to find that men who had not gone to the War were in a better position. A balance had to be struck, and the decision which was reached was, in all the circumstances, perfectly fair. For the past 10 years the Civil servant who went to the War had had the assurance that no conscientious objector would be promoted over his head. He hoped they would get rid of the feelings which seemed to animate the resolution.

SIR F. HALL (Dulwich, U.) supported the motion.

FINANCIAL SECRETARY'S REPLY

Mr. PETHICK-LAWRENCE, Financial Secretary to the Treasury (Leicester, W.), replying to the debate, said that the facts had been correctly stated by Major Colville. When it came to the interpretation of the facts, he thought there had been both on the part of the hon. gentleman and more particularly one or two members who followed him some departure from strict accuracy. It was not correct to say that the Government had singled out conscientious objectors to give them favourable treatment. What the Government had done was to deal with all the men who had Civil Service appointments at the time of the War and who were in the Civil Service to-day as being in the same position from August 1, 1929. It had been said that they were promoting 230 men over the ex-Service men, and that they were putting conscientious objectors in a more advantageous position than ex-Service men. That was not correct. What the Government said was that the fact that 230 men were conscientious objectors should not be a bar to their promotion if for other reasons it would take place. The total number of men to which that actually applied at present was not 230 but three. Two of the three were in the Post Office and were only technically being promoted in the way in question. It was incorrect to say that the Government were treating these men better than the men who joined up without permission. The men who joined without permission were penalized for the short time between their joining and January 1, 1918, after which they obtained the same increment and the same promotion as if they had been in the department all the time. The conscientious objectors suffered from the time of their refusal to join until August 1, 1929. It had been suggested that the Government should have gone farther and restored to their full position men who had come into direct conflict with the law. It would be quite impracticable to take that course at present. These men had been out of the Civil Service 12, 14, or 16 years. Views had been expressed with regard to other ex-Service men, raising large issues which that was not the appropriate occasion to deal with. The question of principle was whether the time had not come when the distinction which had been made all these years must not come to an end. When they wished to choose a man to put in a certain place the prime consideration must, after all, be the man's fitness for the job. The Government were confident that they were interpreting the heart of this great, tolerant nation when they sought to bury the differences of the past and to go forward to the future united. (Ministerial cheers.)

EARL WINTERTON (Horsham and Worthing, U.) said that but for the action of the Government the question of the conscientious objectors would never have been resurrected. This was not an occasion for self-righteousness on either side of the House. The vital matter was the pledge given by the Government of the day to the ex-Service Civil servants. He greatly regretted that Mr. Pethick-Lawrence did not answer the two questions which had been put to him. The first was why no mention was made of this matter by the Government during the General Election. With 148,000 ex-Service men, of whom 46,000 were disabled out of a total of 223,000 Civil servants, it was the plain duty of any party making a bid for office to tell the public that they were going to abrogate a pledge which had been given. The House had also not been told why the Government did not announce their intention during the two months before the end of July, when they could have been questioned about it in the House of Commons. The Government's action was in direct contradistinction to the opinion expressed in the recommendation of the Select Committee in 1922. There had been no answer to the question as to what justification there was for abrogating this undertaking, as the Treasury said, which meant in ordinary language breaking a pledge. It was quite obvious that the Government did not intend to consider the other grievances of ex-Service men in the Civil Service. It was not enough to say in reply that the late Government did not redress those grievances because the late Government did not gratuitously affront them by taking the present decision. The British Legion Council had expressed profound dissatisfaction at the Government's decision.

MAJOR LLEWELLIN (Uxbridge, U.) said he had nothing against those who were too conscientious to kill but not too conscientious to help in the R.A.M.C., but they were now dealing with people who stretched conscience so far as not to want to go where they might have had some bodily injury inflicted on them.

MAJOR COLFOX (Dorset, W., U.) supported the amendment.

The amendment was defeated by 213 votes to 149.

MATERNITY AND CHILD WELFARE

SIR K. WOOD (Woolwich, W., U.) referred to the subject of maternity and child welfare. He said that so far as infantile mortality was concerned this country could rightly congratulate itself upon the statistics, but maternity mortality provoked considerable disquiet. The partnership of the State, the local authorities, and the voluntary agencies had been very valuable in this welfare work, but while he did not desire to decry the work of the smaller local authorities a considerable improvement could be obtained by transferring this service from them to the larger local authorities, such as the county councils. One of the advantages of that change would be that the school medical service could be co-ordinated with the work of maternity and child welfare. The amount spent last year on maternity and child welfare was £1,500,000, and if more money was needed for the service he doubted whether it would be challenged. The money voted to voluntary associations for maternity and child welfare, amounting to £230,000, was also money well spent. He doubted whether there was a country in the world that was so proud of its voluntary institutions as this country, and this was seen in the way that all classes of the community joined in generously supporting them. One of the most serious health questions of the day was that of maternity mortality. It was a most extraordinary and depressing fact that in spite of all the advances in medicine and all the advantages that civilization had brought them the maternal death-rate had remained practically stationary for the last 20 years. Could the Parliamentary Secretary to the Ministry of Health tell them whether any fresh light had been thrown on this very distressing problem as the result of the labours of the Committee which was set up by Mr. Chamberlain before he left office, and whether any further steps had been considered for dealing with what was really a tragic state of affairs? It was gratifying to note in this connexion the improvement which had taken place in the training of midwives. The days of Mrs. Gamp were rapidly passing away. He believed 96 per cent. of the women on the midwives' roll of the country were now trained midwives. That was a gratifying step forward. It was important to make it worth the while of the best kind of women to enter the profession. He urged that the great approved societies who administered maternity benefit had a right to be fully consulted regarding any change in connexion with future maternity and child welfare administration. He asked what was the position in regard to the administration of the Poor Law and test work. So far as he could make out stone-breaking was still going on under a Socialist Administration. After denouncing their opponents Labour members acted in the same way when they occupied responsible posts.

Mr. LONGBOTTOM (Halifax, Lab.) said that the awful wastage of life due to infantile mortality was a blot on our civilization. In certain slum areas the mortality rate was as high as 150 in 1,000, and he welcomed the Government's Housing Bill, which was an effort to deal with the evil.

Mr. SHAKESPEARE (Norwich, L.) asked if it was the intention of the Government to publish the report of the inquiry into the conditions of test work.

Mr. WOMERSLEY (Grimsby, U.) hoped the present Government would continue the good work which the late Government had done in regard to the maternity and child welfare services.

Miss LAWRENCE, Parliamentary Secretary to the Ministry of Health (East Ham, N.), said it was perfectly true that the figures of maternal mortality had remained steady for a number of years. They had sometimes fluctuated a little, but there had been no improvement comparable to the reduction that had taken place in infant mortality. The figures for different parts of the country, however, did not show the same uniformity. She did not want to stress figures too much, but when certain counties and districts headed the list year by year, and their figures were twice and almost three times as much as those of others, there must be some local causes.

She urged that local authorities should educate public opinion as to the benefits afforded by their maternity and child welfare services. Figures as to maternal mortality varied, as she had said, throughout the country, and it was a very remarkable thing that the lowest percentage of deaths occurred in districts where a good system of propaganda was conducted.

Mr. MELLER (Mitcham, U.) said that maternal mortality was lighter in the East End than the West End. This had been explained by the fact that the bearing of children was postponed to a later age in the West End than in the East End. He welcomed the suggestion that an improved system of propaganda should be conducted, and hoped it would not be confined to particular districts but spread to all districts.

MAJOR GLYN (Abingdon, U.) agreed with Miss Lawrence that this question of maternal mortality was largely a matter of educating public opinion. It was important to see that women living in rather isolated conditions in rural areas were not forgotten in any scheme introduced by the Government, and those who represented rural constituencies in the House ought to spend their time in impressing on the Ministry of Health the importance of bringing to those areas the facilities that were now available in most of the great cities. (Hear, hear.)

DR. DAVIES (Royton, U.) said that maternity service for a medical man was extremely onerous. Unless the medical man and the midwife were adequately remunerated they would not get an effective maternity service. The question of birth control was becoming more and more a political issue among the members of the Socialist Party. They were urging that the Government should empower doctors at the ante-natal centres to inform inquiring mothers as to birth control methods. (Ministerial cheers.) All competent medical authority was overwhelmingly opposed to birth control. (Ministerial cries of "Rubbish.")

Mr. THURTLE (Shoreditch, Lab.) asked if Dr. Davies regarded Lord Dawson of Penn as a good medical authority

DR. DAVIES said that Lord Dawson was not an obstetrician but a general physician. He (Dr. Davies) had probably attended many more confinements as a general practitioner than had Lord Dawson. He had quoted the authority of gynæcologists and obstetric physicians who dealt with the diseases of women; they were the people competent to judge, and almost without exception they held that birth control was detrimental to the woman and to the child. He hoped that the Government would persist in the attitude they had adopted in the matter.

Miss RATHBONE (English Universities, Ind.) said that it was desirable that physicians should be in a position to give information to women regarding their health conditions as affected by maternity, so that women would not be driven to consult incompetent persons and quacks. The standard of remuneration of midwives should be improved.

The DUCHESS of ATHOLL (Kinross and Western, U.) said that a great deal could be done for public health by a judicious co-operation between public bodies and voluntary help. The whole question of the health of young children entering elementary schools must be dealt with by an organization more widespread than the nursery schools could reasonably be expected to become. Such an organization was the child welfare service.

The motion that the Speaker should leave the Chair was agreed to, and the House went into Committee, Mr. YOUNG, Chairman of Committees (Newton), in the chair.

On a Vote of £220,100 for expenditure in respect of art and science buildings in Great Britain,

Mr. A. M. SAMUEL (Farnham, U.) had just begun to speak when, at 11 o'clock, the debate was automatically adjourned.

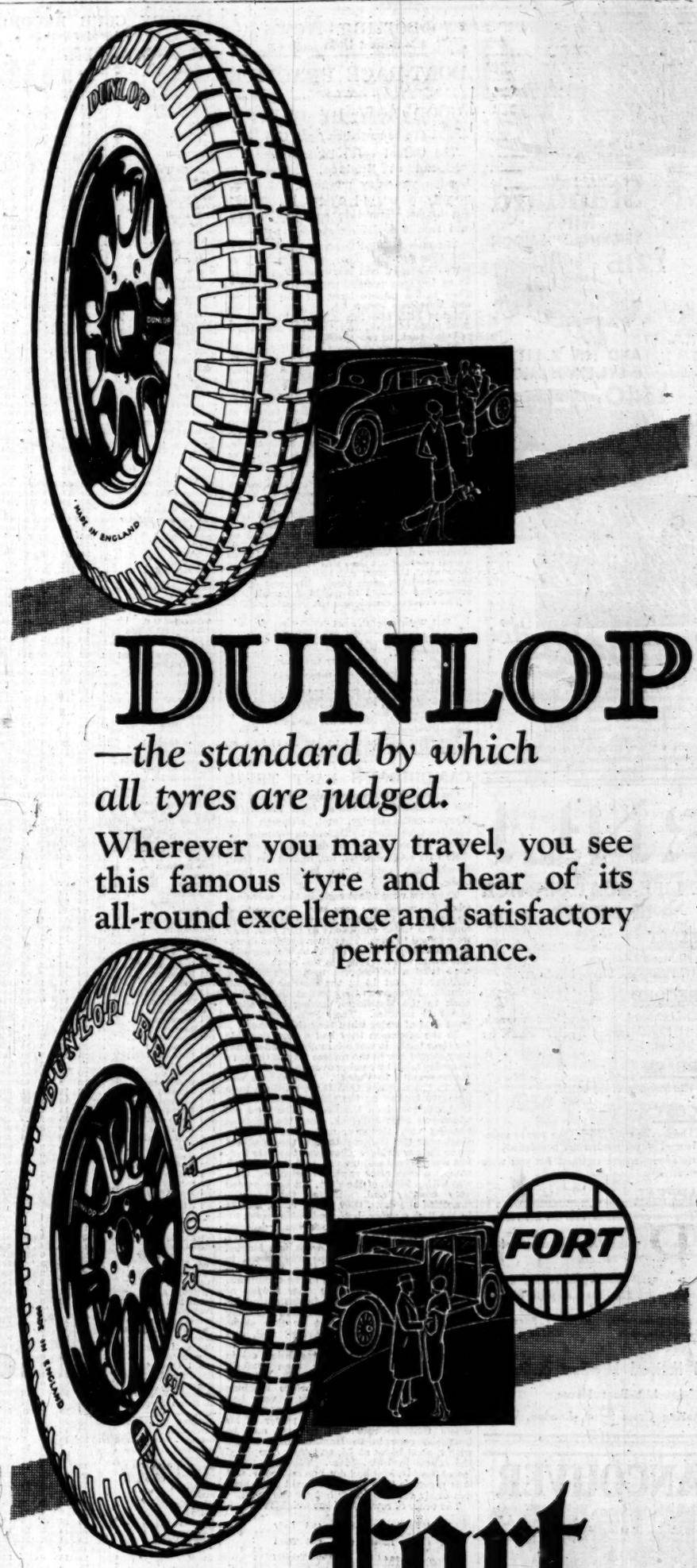
The Army and Air Force (Annual) Bill was read a second time.

The money resolution for the Unemployment Insurance (No. 3) Bill was agreed to on Report, and the Bill was brought in.

On the motion for the adjournment,

CAPTAIN GUNSTON (Thornbury, U.) raised the question of the effect of the Public

(Continued on page 9)



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C.F.H. 161

Parliament

(Continued from page 8)

Assistance Order, 1930, on the statds of pharmacists in Poor Law hospitals. He said that all that was asked for was that the appointment of a pharmacist to be a principal officer of such a hospital should be left in the hands of the local authorities.

Miss LAWRENCE said that this Order was not a new Order but was the old Order reissued with the verbal alterations necessitated by the change of authorities from boards of guardians to county councils or the appropriate authority. There was nothing in the Order to prevent a local authority appointing a pharmacist as principal officer. If any amendment was desired it would be the subject of consultation with the local authorities.

The House adjourned at 27 minutes past 11 o'clock.

PARLIAMENTARY NOTICES

HOUSE OF LORDS

AT 4.15

Performing Animals (Regulation) Amendment Bill, third reading.

Land Drainage (Scotland) Bill, Committee.

Reservoirs (Safety Provisions) Bill, third reading.

Lord Onslow to call attention to Government policy towards Cadet Corps; and question on Territorial staff instructors.

HOUSE OF COMMONS

AT 2.45

Further stages of Coal Mines Bill.

COMMITTEES

HOUSE OF LORDS.—Walsall Corporation, West Bromwich Corporation, Wednesbury Corporation, Sutton Coldfield Corporation, Middlesex County Council, Coventry Corporation, Barnsley and District Traction, Room 2, at 11. Portsmouth Water, Room 3, at 11.

HOUSE OF COMMONS.—Standing Committee A, Mental Treatment Bill, Room 12, at 11. Standing Committee C, Road Traffic Bill, Room 10, at 11. Standing Committee on Scottish Bills, Small Landholders (Scotland) Acts (1886-1919) Amendment Bill, Room 14, at 11. Group D, North Cheshire Sewerage Board, Manchester Extension, Room 6, at 11. Group E, London Electric Metropolitan District, Central London, and City and South London Railway Companies, Room 5, at 11. Group G, London and North Eastern Railway (No. 2), London Midland and Scottish Railway (No. 2), Southern Railway, Room 4, at 11. Public Accounts, Room 16, at 2.30. Local Legislation, Section A, Liverpool Corporation (No. 2), Room 8, at 11. Section B, Stockton-on-Tees Corporation (No. 2), Room 9, at 11.

THE GOVERNMENT'S DEFEAT

Our Parliamentary Correspondent writes:—

The defeat of the Government yesterday afternoon on the proposal to suspend the 11 o'clock rule was of more than passing interest, as it is the first occasion during the present Parliament that the Government have been in the minority after the Liberals have come to their rescue. All the Liberals who were in the House voted with the Government, but it was obvious that on this occasion the Labour Whips had been caught napping. They had perhaps been lulled into a false sense of security by the fact that when the Defence Estimates were submitted to the House the Conservatives did not divide against the suspension of the 11 o'clock rule.

The incident reveals one chink in the Labour Party's armour which may have to be considered by the party organizers. Most of the Scottish Labour members have speaking engagements in Scotland on Sundays, and rather than travel back to London through the night they usually return by a day train on Monday, reaching Westminster early in the evening. It is now obvious, however, that if the Government puts down contentious business for Monday sittings pressure may have to be put on the Scottish members to be back in their places when the House meets. The secret of yesterday's "snap division" had been well kept, and the result certainly took the Labour Party by surprise.

The body of Miss Jean Wentworth, 63, of George-street, Reading, was recovered from the Thames near Reading Bridge yesterday.

SIR H. SAMUEL ON COOPERATION

SCOTTISH LIBERAL CLUB'S JUBILEE

LORD ROSEBERY presided over a gathering of 300 at the jubilee dinner of the Scottish Liberal Club at Edinburgh last night, when it was recalled that his father occupied the chair at the inaugural banquet 50 years ago.

SIR HERBERT SAMUEL, proposing the toast of the club, said that the disillusionment of the Labour Party was inevitable, and its decline might possibly prove as rapid as its rise. The nation did not desire a dissolution and an election so soon after the last. From the first days of this Parliament Liberals had made it clear that they thought the Government should have a full opportunity to develop its proposals, and they offered their help in shaping the measures that were presented. That policy still stood.

Referring to the Coal Mines Bill, Sir Herbert said that, had four points of great moment been conceded, it was well known that Liberals would not have divided against the second reading. These four concessions, withheld at that time, were granted since, and thereby the situation was greatly changed. There were parts of the Bill to which they still had strong objections, but it was now understood that the Government would accept a time limit to these proposals of two years and that again must mitigate Liberal opposition.

The critical position of the Naval Conference was also a real influence in determining their action. If a few days ago they pressed their point to a division which involved the defeat of the Government it was because the point was one of minor importance in no way vital to the Bill, as the result had proved, for the discussions of the Bill had continued in spite of that defeat.

It was the boast of their politics that, unlike the practice in some Continental countries, they succeeded in making things work when they were ready to subordinate the smaller questions to the larger, and it was in pursuance of that principle that they could not take upon themselves the responsibility of Parliamentary action which might have the effect of gravely impairing the position of a Government now engaged in difficult negotiations whose success was of grave moment to the country and the Empire.

Three parties were likely to remain. A measure of electoral reform had become of primary importance. It was a real peril to the country that members should be returned who avowedly represented only a minority of their constituents, and that a Government might be installed whose views were contrary to those which the electorate was willing to endorse. The Liberal Party must maintain its full independence, express its distinctive point of view, and elaborate its constructive policies, presenting its candidates who would actively compete for the favours of the electorate.

Liberals should be ready to cooperate with others in the promotion of any wisely constructive measures that would promote the welfare of the people, while not permitting the triumph of a reactionary protectionist party. They should be willing to join in repelling any attempt of the House of Lords—and that might come sooner than most people anticipated—to challenge the predominance of the House of Commons.

It was through a measure of electoral reform that it would be possible to combine these purposes. That was the goal before them.

THE "PROFESSION OF UNEMPLOYMENT"

LORD LLOYD, formerly High Commissioner for Egypt, speaking at Orpington last night, said, "A new profession has arisen since I was last in this country, the profession of unemployment. An unemployed man goes to the cinema, to the racecourse, and to football matches just the same as his wage-earning neighbours. As in the days of ancient Rome, he is given bread and allowed to play his games, and you know what happened to Rome. There is only one broad way of dealing with unemployment, and that is wholesale emigration, coupled with economic administration at home. That, too, is the only way to prevent our Dominions from becoming estranged from us. Unless unemployment is checked the country must inevitably perish."

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ROYAL AMATEUR ART SOCIETY

VARIED EXHIBITS

The Royal Amateur Art Society's annual exhibition, which was opened yesterday morning at 12, Belgrave-square by Princess Helena Victoria, displays as great a profusion and variety of amateur talent as the shows of previous years. The crowded rooms, indeed, seem at first to offer almost dismaying transitions from water-colours to model ships and from hand-woven rugs to dolls' houses and miniature artificial flower gardens. By the standard of needlework, which is high, the water-colours, on the whole, lack features. Yet the same water-colours, well hung on screens, appear, when contrasted with the massed array of little glass and pottery flowers, easy enough to individualize.

In default of a catalogue, it is true, the names of the artists must remain for many visitors mere vague memories, but Lord Braye's "Iceberg," Miss A. B. C. Sollas's "Hampstead Roofs," Mr. G. F. Reiss's wood-cut "Honesty," and Violet Duchess of Rutland's spirited and flowing portrait "Victory" (rather pastel-like in effect) should all attract attention. There are, too, an individuality and finish beyond the scope of most amateur artists in the work of Mr. Cyril Fitzroy and Sir John Adye, in the concert sketches of Cortot, Jelly d'Aranyi, and Pablo Casals, drawn by Mme. Wiener, and in the water-colours of Sir Arthur Scott, Lady Hume-Williams, Lady Mallet, and Mrs. A. Sotheby. The society's open prize for water-colours is won by Mrs. L. Hawkins. She achieves it, no doubt, in virtue of the extreme definiteness of line and wash in her study of Lowestoft Harbour.

Sculpture this year, as last, shines chiefly through the work of one artist, Lady Welby, but the smaller crafts—leatherwork and glass-work especially—are popular among the society's associates and nominees. Among the miscellaneous examples of handicraft certain exhibits stand out—a green-eyed cat carved in wood, a Cotswold doll's house, a large lacquer cabinet constructed by Lady Bathurst (who wins a bronze medal), and Captain Tarber's models of old sailing ships. A curious framed bas-relief portrait of a general, seemingly modelled in coloured wax, is as unexpected, though not so satisfying æsthetically, as Mr. Ernest Thesiger's framed screen of mother-of-pearl, which dabs of paint embellish to the semblance of birds and flowers in the most flamboyant of nineteenth-century traditions.

It is, of course, needlework, including tapestry, *gros* and *petit point* and silk embroidery pictures, which justly forms the exhibition's most crowded section. While Major T. G. Pirie gains a silver medal for his screen and chair-seat, one notices hardly less Lord Listowel's large framed panel of a house, Miss Lucy Fenwick's copy in silks of a portrait in the Italian Exhibition (the Berlin "sister" of the Poldo-Pezzoli lady of the posters), and the antique maps of Miss Moore and Mr. Gerald Hervey. For a cream satin bedspread, flower-embroidered after an old Portuguese design, Princess Beatrice was awarded a special commendation by a judge ignorant of the sempstress. The praise can but be endorsed, and extended equally to Mrs. Bulland's flowered tapestry seats and Lady Cure's chair-back of combined *gros point* and *petit point*. Of Lady Victoria Herbert's large handwoven rug, copied from a 17th-century example in the Victoria and Albert Museum, we are told that its making occupied eight years. If freshness and delicacy of tone and splendour of design can recompense so many industrious hours, here certainly is industry rewarded.

From domestic textiles so skilfully copied from the designs of earlier centuries it is a short step, figuratively and in fact, to the examples of antique craftsmanship assembled by Dame Alice Godman in a special loan exhibition elsewhere in the same house. Nominally it is a show of ecclesiastical art, but the term is stretched wide enough to include a great circular Saracenic waterbottle of 1300, the brass of which is inlaid with Biblical scenes in silver. A lacquered ivory statuette from China can be contrasted with the embroidered prayer-book of Katharine of Braganza. A prayer-book of 1770 crudely commemorates the Gunpowder Plot with its rough engraving of the Divine Eye fixed on the unfortunate Guy Fawkes. A communion cup presented by Mary Queen of Scots to the priest who married her to Bothwell faces her own golden rosary.

Some of the finest English enamels are to be seen here—the Malmesbury shrine of the 12th century, the Shipley shrine of the 13th. A Waterford glass christening bowl and a 16th century Nottingham alabaster carving support them in simpler materials and later styles. The King's 17th century *petit-point* of the Judgment of Solomon, the Queen's loans of boxes for the Host from Saesarea, porcelain Buddhas, and a tiny ivory nativity scene all contribute to the exhibition's catholicity. There are Limoges plaques, a monastic reckoning slate, and a large Flemish triptych to make their appeal to the different types of connoisseur, and these are but a few of the exhibits. The forthcoming ecclesiastical loan exhibition at South Kensington will no doubt have a narrower geographical area to cover in a wider space for display, but it will be surprising if even national authorities can outvie in any single room of rarities the tantalizing selecton made here by Dame Alice Godman.

Tickets may be obtained for the society's exhibition (open to-day and to-morrow from 11 to 6) for 2s. 6d. (season 5s.). For the loan exhibition of religious art a special 1s. ticket is additionally necessary. The admission fees and a proportion of the sales receipts from the main exhibition will be divided among the following charities:—The East London Nursing Society, the Royal Hospital for Incurables at Putney, and the London Children's Play Centres.

Among those present yesterday were:—

Susan Duchess of Somerset, the Duchess of Buckingham, Lady Gough, Charlotte Lady Inverclyde, Lady Hylton, Lady Ada Boyd, Miss Sybil Legh, Lord and Lady Bathurst, Lady Alastair Graham, Sir Cecil and Lady Harcourt Smith, Judge and Mrs. Harington, Lady Lloyd, Lady Nora Hodgson, Lady Melchett, Grace Lady Wemyss, Lady Lawrence of Kingsgate, Lord and Lady Shaw, Lord Leigh, Lady Dallas, Baroness d'Erlanger, Lady Russell, Lady Exmouth, the Duchess of Bedford, Mrs. Dudley Ward, Lady Cure, Lord Doneraile, Lady Grace Baring, Lady Howard-Stepney, Lady Kleinwort, Lady Cable, Lady Evelyn Gifford, Lady Wingate, the Hon. Lady Mallet, Lady Inglefield, and Colonel Ralph Bingham.

FINCHLEY PETITION FOR POWERS AS A BOROUGH

Finchley Urban District Council is to seek powers as a borough. Under the new regulations issued by the Privy Council all that is now required is a resolution passed by a substantial majority of the local body to submit a petition to his Majesty in Council to grant a Charter of Incorporation. For this purpose a special meeting of the Finchley Urban District Council has been called for to-morrow. In 1927 a petition of inhabitant householders was prepared which contained 11,292 signatures. The present rateable value of Finchley is £635,334, and the population (estimated) is 56,500. The petition of inhabitant householders was never presented because a definite intimation was received from the Privy Council stating that no good purpose would be served. Under the new regulation such a petition is not necessary, but official communication has been made to a representative of the Finchley Urban District Council, who waited on the Privy Council, that it would materially support the petition from the council.

DOCKYARD MANAGER'S RETIREMENT

Mr. G. E. Suter, who has been manager of the constructive department of Portsmouth Dockyard for the past 10 years, retired from the service yesterday on pension. He is succeeded by Mr. J. C. Joughin, from the Admiralty. Mr. Suter entered Portsmouth Dockyard as a shipwright apprentice 46 years ago and in five years won his way through the dockyard school to a probationary assistant constructorship. Since he became a member of the Royal Corps of Naval Constructors Mr. Suter has held responsible posts at various Royal dockyards.

While at Pembroke he was engaged on building the Royal yacht Victoria and Albert, and he was constructor in charge of H.M.S. Dreadnought when she was built at Portsmouth in record time. For this he was given the M.V.O. As manager of the constructive department of Portsmouth Dockyard, Mr. Suter had charge of the work of restoring H.M.S. Victory.

Mr. C. H. St. John Hornby will preside at the 103rd Anniversary Festival of the Printers' Pension Corporation at the Connaught Rooms on Wednesday, November 12.

CHARING CROSS BRIDGE

SIR HENRY MAYBURY'S EVIDENCE

RELIEF TO TRAFFIC

Sir Henry Maybury, consulting engineer on roads and traffic to the Ministry of Transport and chairman of the London abd Home Counties Traffic Advisory Committee, gave evidence yesterday before the Private Bill Committee of the House of Commons that is considering the London County Council (Charing Cross Bridge) Bill. Sir Henry Cautley (East Grinstead, U.) presided over the Committee.

In reply to Sir Lynden Macassey, K.C. (for the promoters), Sir Henry Maybury said that when the scheme for a bridge at Charing Cross was first considered the Lion Brewery site was regarded by the London and Home Counties Traffic Advisory Committee as more suitable than the Waterloo Junction site for the new station. The scheme was thoroughly investigated from the traffic point of view, and it was decided that it would have an enormous effect on the fluidity of traffic in the whole area. It was found that 1,002 omnibuses a day now going up the Strand and over Waterloo Bridge would, if this scheme went through, go over the new bridge. Similarly, 744 omnibuses a day now going down Whitehall and over Westminster Bridge would use the new bridge. Within a short time of the new bridge being opened there would be about 17,000 vehicles a day passing over it, and he estimated that by 1940 there would be, during the "rush hours," 1,080 vehicles an hour going south and 920 going north.

The 17,000 vehicles would represent traffic withdrawn from other bridges. After allowing for a general increase of 5.2 per cent. in traffic over all the bridges and for the amount withdrawn by the new bridge, the amount of traffic on the other bridges by 1940 would be almost the same as at present. By 1940 the traffic in Trafalgar-square would be at least 40 per cent. greater in volume than to-day, and it was difficult to know how it would be got through without relief. They had always been behind in the provision of traffic arrangements; this was due to finance.

In reply to the CHAIRMAN, Sir Henry Maybury said that while Waterloo Bridge might be the most convenient route for north and south traffic, it would not solve the problem of the Strand and east and west traffic generally. St. Martin's-lane must one day be widened, whether they had this bridge or not. The widening was not included in this scheme as it was not one of the approaches to the bridge. It should be an ordinary highway improvement.

Replying to further questions, the witness said that it might not be impossible to make a way from the bridge into Northumberland avenue, but it would be very inadvisable. In order to make an approach to the bridge from the embankment on that side of the river it would be necessary to raise the embankment 15ft., so as to give the required head-room for navigation under the bridge. Over 1,000 vehicles an hour went from the embankment up Northumberland-avenue to Trafalgar square, and that traffic would then be interfered with. Such a scheme would spoil the embankment entirely, both physically and as a traffic route. He did not consider that the viaducts on the south side of the river would impede traffic if they were properly lighted. The railway company proposed to construct shops in these viaducts, and were expecting to make considerable revenue from them.

DIFFICULTIES OF NAVIGATION

At an earlier stage Mr. Frederick Palmer, consulting engineer, who acted jointly with Sir George Humphreys as engineer to the Charing Cross Bridge project, was cross-examined by Mr. Tyldesley Jones, K.C., on behalf of the Port of London Authority, the Association of Master Lightermen and Barge Owners of the Port of London, and the Thames Up-River Users' Association. Counsel pointed out that Lambeth Bridge was being rebuilt, which involved temporary works in what was the straightest stretch of the river—between Lambeth Bridge and Westminster Bridge, a distance of roughly 800 yards. "Would you be surprised," he asked the witness, "to hear that these temporary works are so affecting currents that the effect is felt at Westminster Bridge?"

Mr. Palmer.—I should be very much surprised.

Counsel.—You, an experienced engineer, would not have expected that?—No.

In reply to further questions, the witness agreed that Waterloo Bridge and Charing Cross Bridge were on the most difficult stretch of the river for navigation. He was not aware that the difficulties of navigation, owing to the closing of certain arches in Waterloo Bridge and the erection of the temporary bridge, were such that tug-owners had had to decrease their tows from six barges to four.

Counsel.—It would be a serious thing for those using the river if the obstructions at Waterloo Bridge were allowed to continue into the time when new difficulties will be created by the erection of temporary works at Charing Cross Bridge?—It would be difficult if both works were carried out at the same time.

Could it not be made a condition that the works at Waterloo Bridge should be finished before those at Charing Cross Bridge are started?—That would be quite impossible. The works at Waterloo Bridge might take years. No one knows what has got to be done yet.

Mr. Palmer later stated that the L.C.C. were prepared to give an undertaking that the three northern arches of Waterloo Bridge would be kept open while the northern arches of Charing Cross Bridge were being constructed, and conversely.

The CHAIRMAN.—This is surely an engineering matter that ought to be arranged between the two authorities.

Counsel.—The real point is that the London County Council are being given a free hand to hold up the river, which is of the utmost importance to London. It seems to us that a simple way out of the difficulty is to say that Waterloo Bridge must be finished first, and we maintain that that can be done.

FURTHER NEGOTIATIONS

The CHAIRMAN.—It is quite impossible to foretell how long Waterloo Bridge will take to repair. Charing Cross Bridge, if this Bill is passed, must not be delayed indefinitely. You must find some intermediate stage. How far can these objections be met?

Mr. Palmer.—The offer we are prepared to make is that no work shall be done on both bridges on the navigable side of the river at the same time.

Counsel.—That does not touch the point. The difficulties are caused by the temporary works at Waterloo Bridge, which would be left there while you started Charing Cross Bridge.

After further discussion, Mr. Tyldesley Jones said that negotiations had been going on between the engineers for a fortnight. He agreed with the suggestion of the chairman that these negotiations should be reopened, and if a settlement were not reached by Thursday Mr. Palmer would be recalled to give detailed evidence on the subject.

Questioned by members of the Committee on the general scheme, particularly the site of the new station, Mr. Palmer said that he had considered all the alternatives that had been put forward from the engineering point of view, and was satisfied that they now had the best possible scheme.

The CHAIRMAN.—The arrangements on the south side of the river seem very awkward and clumsy; there is a mass of railway lines.

The Committee adjourned until to-morrow, when further evidence will be given by Sir Henry Maybury.

THE BRIDGE AND SOUTH LONDON

MR. KEEN'S CRITICISMS

Mr. Arthur Keen, chairman of the Thames Bridges Conference, delivered a lecture last night at Carpenters' Hall on the Charing Cross Bridge.

PROFESSOR S. D. ADSHEAD, who presided, said that the question was the biggest thing in the way of development in London since Wren. It involved the opening up and development of South London. The scheme now before Parliament would, if carried out, be a catastrophe for London.

Mr. KEEN said that the scheme adopted by the L.C.C. on July 31, 1928, involved a viaduct a mile and a quarter long, contrived, in the fashion of a railway, as a direct overhead connexion between two points and running above all the intervening roads. This idea received such severe criticism that it was withdrawn, and the one which formed the basis of the Bill now before Parliament was substituted for it. It was reduced

(Continued at foot of next column)

in length, but otherwise it followed the previous scheme in all essentials. The bridge approach delivered traffic into the Strand at its busiest point; the Adelphi was completely shut off; the connexion from the Embankment was abandoned; but the awkward kink at the junction of the bridge with its approach remained. The fine sweeping curve of the Embankment was cut through, and on the south side the angular turn of the road was converted into a curve running down to a circus at the New Cut. In spite of the reduction in length the cost had gone up by about four millions. All hope of the development of the district lying south of the river from Westminster to Blackfriars was destroyed by perpetuating the system of elevated railways and sending the existing main roads into long, low tunnels where they passed under the new road and railway.

The Estate Market

"DOG" JENNINGS

LORD EDNAM'S SALE

Lord Ednam's Chelsea house, the Queen Anne freehold for some time occupied by Whistler, who himself did decorative work in it, is for sale. The joint agents are Messrs. John D. Wood and Co. (Mount-street) and Mr. P. Dudding (Lord Dudley's Estate Office). The house, No. 96, Cheyne-walks overlooks the Thames, and was once the home of "Dog" Jennings—Henry C. Jennings—who was born in 1731 at Shiplake, and gained his nickname by his purchase for a few pounds, in Rome, of a marble dog. The dog was eventually sold at Christie's for 1,000 guineas, and ornamented Lord Feversham's mansion at Duncombe Park. Dr. Johnson's remarks on the dog: "Sir, it is not the worth of the thing, but the skill in forming it which is so highly estimated," were happily recorded. Jennings accumulated a valuable collection of curios and artistic material in the house which has now come into the market.

Biggleswade freehold farms, small holdings and sites will be sold locally to-morrow afternoon by Messrs. Protheroe and Morris (Cheapside), by order of executors. In lots of from five to 10 acres, nearly 50 acres of market garden land will be dealt with, and other lots are Elm Farm, with house, buildings and 20 acres; Furzen Hall Farm, a modern house and buildings and 126 acres; a site of 32 acres: and a freehold house in London-road, Biggleswade.

Two miles from Stock, the parish of which Cowper's friend, Unwin, was rector, is Galleywood Common. This Essex hamlet has a steeplechase course surrounding the church and crossing the mainroad. Close to it is Galley Hall, an old Elizabethan house, for sale with 20 acres, by Messrs. George Trollope and Sons, and Messrs. Horace Joyce and Company. Part of the land is suitable for development. Another Essex freehold, of about five acres, Brooklands, Rayleigh, near Southend, will be sold at the Mart on May 21, by Messrs. Nicholas (Albany-courtyard) and Messrs. Talbot and White (Southend-on-Sea).

Watlington, including Church Farm, an old-fashioned house and fruit-growing land, 104 acres, between King's Lynn and Downham Market, is for sale by Messrs. Knight, Frank and Rutley.

The auction fixed for Thursday at Hanover-square of the Old Rosery, Redhill Common, will not be held, as the property has been sold by Messrs. Knight, Frank and Rutley, in conjunction with Messrs. Harrie Stacey and Son.

Wickhurst Manor, near Sevenoaks, has been sold since the auction by Messrs. Giddy and Giddy (Grosvenor-street), who have an auction of the furniture to-morrow. A modernized XVIth century farmhouse and eight acres in Herts, with old oak and open fireplaces, is offered by Messrs. Humbert and Flint (Watford).

For executors, a small detached freehold in Bushey, called L'Abri, will be sold at the Mart on April 15 by Messrs. Debenham, Tewson and Chinnocks (Cheapside). A Sussex freehold of over four acres, with a house in which an old forge has been converted into rooms, is for sale by Messrs. Ellis and Sons (Dover-street), who acted for the buyer of an Adam house, No. 21, Portland-place, the vendor's agents being Messrs. Wright and Vernon. The firm has sold Hyde Mill House and 45 acres, at Stow-on-the-Wold, to a client of Messrs. Young and Gilling; a house in Cleveland-gardens, and another in Sloane-street.

Furnished flats in Westminster, at from seven guineas a week, are offered by Messrs. Bond and Co., who moved on Saturday from No. 40 to No. 16, Buckingham-gate, larger offices.

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AUCTION SUMMARY

PROPERTY (TOWN, SUBURBAN, AND COUNTRY) SALE THIS DAY

Auctioneers	Place of Sale	Description
Healey and Baker	The Mart, E.C. (2.30)	Freehold Properties

FURNITURE, WORKS OF ART, &c. SALES THIS DAY

Ayres and Richards	63, Caversham-road, Reading (12.0)	Plant, Machinery, Stock, &c.
Debenham, Storr and Sons	26, King-st., Covent Garden, W.C. (12.0)	Old English Silver, Jewelry, &c.
Tooth and Tooth	187-9, Oxford-st., W. (12.0)	Antique and Modern Furniture
Sotheby and Co.	34-5, New Bond-st., W. (1.0)	Rare Books
Phillips, Son and Neale	16, Gt. Cumberland-place, W. (1.0)	Antique and Modern Furniture
Phillips, Son and Neale	73, New Bond-st., W. (1.0)	Antique and Modern Silver
Glendining and Co.	7, Argyll-st., W. (2.30)	Rare Postage Stamps.
Brown and Brown	Manor House, Manor Hill, Birkenhead (—)	Valuable Furniture, &c.

HIGHER DEATH-RATE OWING TO ABSENCE OF TELEPHONES

Figures showing a higher death-rate in remote rural districts where there are no telephones for calling doctors were submitted to the Montgomeryshire National Health Insurance Committee at Welshpool yesterday in connexion with representations they are making to the Welsh Board of Health and the Postmaster-General for an extension of rural telephones. MAJOR BURDON EVANS, the chairman, said that in Machynlleth Rural District, in which the telephone facilities were worst, the average death-rate for the last nine years was 16·1, compared with 13·7 in the rest of the county. In some parts of the county messengers had to travel distances up to 15 miles to call the nearest doctor.

THEFT OF C.V.O. DECORATION

Thieves entered Mr. Noel Curtis Bennett's house in Sloane-street, S.W., late on Sunday night and took a C.V.O. decoration with jewelry worth about £150. Mr. Curtis Bennett stated yesterday that he thought the case containing the decoration might have been mistaken for a jewel case. In support of this view he pointed out that a short time ago thieves broke into the house of his friend, Sir Warren Fisher, and stole his order. According to Mr. Curtis Bennett's housekeeper a young man called at the house a few days ago and inquired whether there was a flat to let, and she is under the impression that the visit might have had something to do with the robbery. The police believe that two or three men were concerned in the affair.

Swansea Borough Council yesterday resolved to proceed with its civic centre scheme, the estimated cost being £350,000, exclusive of furnishing and lay-out. The buildings provide for an administrative block, law courts, and assembly hall.

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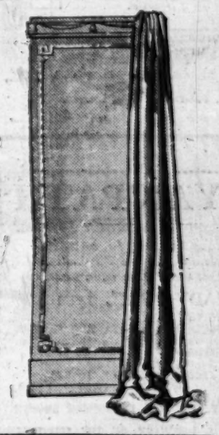

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THE CRISIS IN THE UNIONIST PARTY By THE RIGHT HON. L. S. AMERY, M.P.

BUSH-LORE FOR THE AIRMAN. By Captain W. Hichens (late of the East African Intelligence Service).

THE INDIAN SCENE: A REPLY By SIR REGINALD CRADDOCK, G.C.I.E., K.C.S.I.

LAND AND DEATH DUTIES. By His Grace the Duke of Montrose.

SPAIN AT THE CROSS-ROADS By SIR CHARLES PETRIE, Bart.

EMMELINE PANKHURST AND MILITANT SUFFRAGE. By Evelyn Sharp

SEVENTY YEARS OF ENGLISH CORN-GROWING. By the Right Hon. Lord Ernle, M.V.O.

SLUM CLEARANCE: A REPLY By the Right Hon. Sir KINGSLEY WOOD, M.P.

THE BRITISH SUMMARY COURT IN THE RHINELAND. By Major Norman Parkes.

THE COTTON TRADE By SIR KENNETH STEWART, K.B.E. (Chairman of the Lancashire Cotton Corporation)

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LITERARY SUPPLEMENT

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Books of the Day

HARVARD

THREE CENTURIES OF TEACHING

DEVELOPMENT OF HARVARD UNIVERSITY SINCE THE INAUGURATION OF PRESIDENT ELIOT, 1869-1929. Edited by SAMUEL ELIOT MORISON. (Cambridge, Massachusetts: Harvard University Press. London: Milford. 28s. 6d. net.)

The infant colony of the Massachusetts Bay, "dreading to leave an illiterate ministry to the churches," founded, in 1636, a college which in return for a timely legacy was called after the young minister, John Harvard. The tercentenary of this famous foundation is approaching, and Professor S. E. Morison has been entrusted with the task of providing for a suitable memorial to the three centuries of teaching and learning at Cambridge. Recognizing that the last part of a long history is the most commonly neglected, he has produced the last volume first. It is a cooperative work, a series of studies of institutions and disciplines by the men who have the best right to speak. It is, as the editor remarks, "a unique opportunity to have the story of a revolution in education related by men who took an active part therein."

Though special and good reasons justify the beginning of some of the chapters a little earlier, the date chosen is so fitting as to be hardly questionable by the most sceptical. The appointment of the young chemist Charles William Eliot to the presidency of Harvard was in its good results as important in American history as the inauguration in the same year of President Grant, for Eliot's administration is something in which all Americans take pride, while few there are to do the other President reverence for that part of his career. It is with Eliot's inaugural address that the main part of the volume opens, and it is with surprise that we read that Harvard, "though rich among American colleges, is very poor in comparison with the great universities of Europe." This of the foundation which is to envious eyes, this side of the Atlantic, the academic equivalent of Ormuz and Ind. In the generation of rule by "King Charles" and President Lowell that was changed; it was no longer a question of being "very thankful for the parched corn of learning" but of harvests heavy for the sickle; but in all those years men were more than money and buildings. This volume is inevitably concerned with gifts and foundations, but the interest has been concentrated, and rightly, on the men, and no university of the world has more right to be proud of its great teachers. William James, Josiah Royce, George Santayana, all training philosophers by letting them hear vigorous minds in battle; Münsterberg, who stayed at Harvard rather than take Kant's chair at Königsberg; Henry Adams, teaching history in the intervals of his own education; Richards, pursuing his exquisite experimental work in chemistry—are only a few names (and only of the *emeriti*) among the many whose reputation made that of Harvard shine across the Atlantic.

The value of such a volume to the student of American intellectual history must necessarily be very great, but the common reader might find little to attract him here. It is noteworthy, therefore, that without any playing to the gallery the writers have contrived to mix the useful with the sweet, that it is recognized that men as well as monographs are achievements, and that in the memories of the sons of a college the characters of the teachers are often remembered with awe (or, what is almost as good, with affectionate amusement) by many whose recollection of what those men taught is not very ready.

It is impossible to do more than call attention to the riches in instruction and amusement in these 600 odd pages, to commend them most heartily to the general reader and, with prayer, to the rulers of our own universities, old and young; they will find much to admire and to learn.

LORD MELBOURNE

LORD MELBOURNE. By BERTRAM NEWMAN. (Macmillan. 12s. 6d. net.)

After the brilliant appearance which Lord Melbourne makes in Mr. Lytton Strachey's "Queen Victoria," there must be many who would like to make a closer acquaintance with him; and in this volume they will find that Mr. Newman meets their wishes very happily. His work is, he admits, based for the most part on printed sources, and in supplying the historical background to his biography he makes no attempt "to add to the knowledge of the period"; but he has been given access to the unpublished diary and correspondence of the first Lord Hatherton, and he is an accomplished writer.

Mr. Newman holds that, while special interest attaches to Melbourne as a man, he has been underrated as a statesman; and so while his pages are chequered with lighter matter arising from Melbourne's more private and personal characteristics, they contain also much that is apt not to be borne in mind by those who remember Melbourne mostly for the circumstances of his married life and for his famous tutelage of the young Queen. But he made an energetic and withal a cautious Home Secretary in critical times, and if when he became Prime Minister he had little thought that he would be in power long, he soon began to show that there was no one else better qualified for or more acceptable in that office. In short, Mr. Newman has no difficulty in accrediting him with definite achievements, administrative and legislative, and makes it plain that it was no accident that brought him to the highest place. Yet, compared with the careers of other Prime Ministers, Melbourne's appears to be full of anomalies. His effective years seem curiously few beside those of Palmerston, Lord John Russell, Gladstone, and indeed of almost all leading statesmen who lived to a comparable age. He made a dull Parliamentary beginning; the prime of his manhood was spent in an unhappy domesticity; he was a late comer to responsibility and he lost his grip on affairs for some time before he died. Gladstone apart, he was perhaps the widest read of all Prime Ministers, but even his studies were largely the consequences of anomalous circumstances, though it is impossible not to see that he derived great advantages from them when he was called to power. Above all they fitted him for the companionship of the young Queen, and for those final years of office which posterity has now been taught to regard as one of the most romantic episodes in the history of the English Crown. To this romance and to others less felicitous Mr. Newman does full justice, but the purpose of his book may be taken to be quite as much to bring out those solid and positive qualities in Melbourne which enabled him, against all the probabilities as they might have been estimated when he was well past 40, to make a success of himself in public life as soon as office fell to his lot.

THE MACHINE-GUN CORPS

A CHAPTER OF THE WAR

FROM CHAUFFEUR TO BRIGADIER. By BRIGADIER-GENERAL C. D. BAKER-CARR, C.M.G., D.S.O. (Ernest Benn. 21s. net.)

After serving in the Rifle Brigade in the Omdurman Campaign and South African War Brigadier-General Baker-Carr retired as a Captain in 1906. Lord Kitchener once said to him: "If the War [1914-18] has done nothing else, it has produced two remarkable 'dug-outs,' you and myself." Whether this was said in jest or earnest, in the eight years of absence from the Army the author learnt to think for himself and lost most of his respect for seniority and "brass hats." His book, in consequence, gives an unconventional but most lively account of his adventures and achievements in the War, delightfully free from any restraint of discipline.

On the declaration of war, being no longer in the Reserve of Officers and unable to see any immediate chance of military employment, he took the job of driving one of the cars provided by the Royal Automobile Club for the officers of G.H.Q., and it was not until he met the late Major-General Sir Thompson Capper, commanding the 7th Division at Ypres, in October, 1914, that anyone remembered that he had been an instructor at the School of Musketry, Hythe. Capper had lost all his machine-gunners and suggested to Baker-Carr that he should train some for him. To steal a G.H.Q. chauffeur even for such a laudable purpose required authority, and the application for his services in the 7th Division resulted in his being told to organize a G.H.Q. Machine-Gun School.

By borrowing men, guns and equipment and appropriating part of an old barracks on no more authority than a G.H.Q. arm-band, Baker-Carr got the school started. He trained his instructors, and, enlarging his borders almost monthly, trained thousands of machine-gunners. Then he removed to larger premises, the Convent of Wisques, opened a branch at Camiers, and in spite of opposition brought about the formation of the Machine-Gun Corps. He thought little of the "authorities" in London, who "knew better than we in France what was required," and hardly more of the General Staff at G.H.Q. But he is careful to say that "the individual members of G.H.Q. were the best of fellows personally"; it was only in their corporate capacity that they were unreasonable. In November, 1916, a brilliant opportunity for getting rid of him occurred: the Tank Corps was being organized, and G.H.Q. offered him the command of one of the new Tank battalions.

Thenceforward Baker-Carr's fortunes were linked with the Tanks. In February, 1917, he was promoted to command a brigade (of two Tank battalions) and took part in most of the subsequent battles. In this new capacity he exhibited the same independence of thought and action as before: for instance, when called upon to send his Tanks to an attack, he declined unless a causeway was built, saying, "No causeway, no Tanks," and he got his way. After the battle of Passchendaele had run ten days of its course, he told some G.H.Q. officers that the battle was, in view of the conditions, "as dead as mutton," and got such a talking to that he left "with an uneasy feeling in the back of my mind that I, personally, was responsible for the rain and the mud."

Elsewhere he says: "I do not wish to convey to my readers that the Tank *won* the War, as many people are prone to think. What I wish to convey is that the Tank enabled the infantry to win the War, a very different matter."

SIR ERNEST BENN ON RUSSIA

ABOUT RUSSIA. By ERNEST J. P. BENN. (Benn, 6s. net.)

Although Sir Ernest Benn's visit to the Baltic States did not take him to Russia there are some views in his book which, being those of a man who is strongly individual as well as individualist, are worth consideration. Everywhere he went in the Baltic States, Sir Ernest was struck by the hatred of all classes for the Bolshevist régime which they know so much better than ourselves. And everywhere he found himself at a loss to explain to questioners who still believed that England was the defender of liberty why we had, by diplomatic recognition, given what they took to be a tacit approval to Bolshevist tyranny. The only explanation he could find was the disappearance of what he calls the missionary element in the character of the English people. In the days of Pitt and Gladstone, and even so late as 1914, we could still be moved to action by tales of oppression. The post-War man, however, accustomed to Government control and Government interference, hears with indifference the daily tale of Governmental persecution and oppression in Russia, and accepts as a necessary prelude to trade an alliance with the instrument of that oppression.

The argument of Anglo-Russian trade is countered by Sir Ernest Benn with some acute observations derived from intimate knowledge of his subject. The United States, never having recognized the Soviet Government, has throughout done far more trade with Russia than England. The credit which Soviet sympathizers so insistently demand cannot be created overnight—credit properly so called is a natural and inevitable result of the confidence which follows the regular meeting of obligations—and in any case it already exists. For some years the Soviet Government has been exporting to this country more than it buys from it. Yet there is no indication that the balance thus created has been used for the development of industry which the Soviet Government proclaims as its aim. There are, on the contrary, frequent stories of subsidized strikes and outbreaks in various parts of the British Empire. Such subsidies could no doubt be justified from the Communist standpoint on the ground that the Soviet Government is the organ of a faith and not of a territorial entity. But that fact is in itself an additional argument against the grant of diplomatic recognition.

SOME NEW BOOKS

SIR CHARLES HANBURY WILLIAMS AND EUROPEAN DIPLOMACY. By D. B. Horn. (Harrap. 15s. n.)

WILD EXMOOR THROUGH THE YEAR. By E. W. Hendy. (Cape. 10s. 6d. n.)

MYRON T. HERRICK. By Colonel T. Bentley Mott. (Heinemann. 21s. n.)

THE CASE FOR EDWARD DE VERE, 17TH EARL OF OXFORD, AS "SHAKESPEARE." By Percy Allen. (Cecil Palmer. 7s. 6d. n.)

SOBER TRUTH. Compiled by Margaret Barton and Osbert Sitwell. (Duckworth. 12s. 6d. n.)

A GENERATION MISSING. By Carroll Carstairs. (Heinemann. 5s. n.)

D. H. LAWRENCE. By Stephen Potter. (Cape. 5s. n.)

PRESENT-DAY ASTRONOMY. By J. W. N. Sullivan. (Newnes. 2s. 6d.)

In addition to the reviews published regularly in *The Times*, full criticisms of new books, together with a comprehensive list of current publications, will be found in *The Times Literary Supplement*, issued every Thursday, price 3d.

APRIL REVIEWS

TRADE WITHIN THE EMPIRE

Several of the reviews comment on aspects of the recent controversy over trade within the Empire, on the Naval Conference, and religious persecution in Russia.

The *Nineteenth Century* begins with Mr. Amery, who holds that the collapse of free trade may come very soon; in any event "the new ideas will not be stayed," and it behoves the Conservative Party to do more than advocate a referendum (in which there are pitfalls), but to make up its mind to preach food taxes wholeheartedly unless it is to come to hopeless grief. The Bishop of Durham follows; he is for disestablishment, come what may. "The Indian Scene," by Sir Reginald Cradock, is a reasoned reply to Lord Lytton last month. Similarly, Sir Kingsley Wood answers Mr. J. D. Simon on slum clearance; he objects to subsidizing those who are moved out of slums. "The Cotton Trade," by Sir Kenneth Stewart, chairman of the Lancashire Cotton Corporation, explains that body's policy and is by no means unhopeful of a restoration of prosperity, especially if the Corporation can show that its prices for grey cloth in Manchester will compete with Japanese prices at Osaka. Lord Ernle looks back on 70 years of corn growing in England; it is now being crushed out, and must have help from outside the range of party politics. The payment by landlords of their death duties in land to the State is advocated by the Duke of Montrose; Sir Charles Petrie examines the state of modern Spain; Major N. Parkes writes of the British Courts in the Rhineland; and Professor Punnett treats of the rise of the poultry industry.

"CONTEMPORARY"

The *Contemporary* opens with a consideration of "Problems and Parties," by Mr. G. Mander, M.P., who, as a Liberal, finds more to praise in the Government's foreign than in its domestic policy; the Government has ignored the Liberal scheme for meeting unemployment, has been timid over raising the school age, and has been unfortunate over coal; but the Liberals should continue to support it, because unless it is given a fair chance the country may decide to give it a clear majority next time. Mr. W. Horsfall Carter writes of Spain; he fears a too sweeping change when the present reaction gathers force. The Rev. Dr. Rushbrooke carefully examines the "fact and technique" of religious persecution in Russia; there is steady, continuous and widening pressure to extinguish religion in every form; he quotes examples of the method, and shows that it is not true that nothing new has arisen in Russia lately. The Rev. Dr. Garvie writes on the grounds of hope for and the hindrances to Christian Reunion; in particular he relies on the fruits of sound scholarship. Mr. R. C. Hawkin discusses the Chicago-St. Lawrence waterway, which would cost perhaps £200,000,000; Mrs. E. D. Simon estimates the possibilities of maintenance allowance for school-children; and Professor A. J. Toynbee gives his impressions of ancient and modern in China and Japan.

"FORTNIGHTLY"

"The effects of high taxation" are exposed by Mr. Hilaire Belloc in the *Fortnightly*: high taxation, he believes, can never be substantially reduced, though it is full of injustices, which he enumerates, and is dangerous to the "balance and keel of the republic." In "Britain's Link with Europe," "Augur" shows, whatever befall the Naval Conference, the extent to which Great Britain is interested in Europe; naval disarmament cannot be approached independently of European considerations. Lord Lloyd has a word of warning against sentimental weakness in India; he would call Great Britain and India "to a contemplation of the realities." Religious persecution in Russia is reviewed over a good many years by M. I. Ganfman, of the *Sevodnya*. "The Group in British Politics" is considered by Mr. J. H. Harley, with particular application to Mr. Lloyd George's attitude to the Labour Party.

"NATIONAL REVIEW"

The *National Review* opens with a tribute to Lord Balfour and proceeds to the Budget prospects, Government extravagance, and the Referendum idea, which it finds disturbing, for the country cannot wait so long; in an article "Calchas" hopes the Conservative Party leaders will have the grace to learn from the recent revolt of the "two newspaper barons," who may be supposed to know something of what the public feels. Writing on the Naval Conference Mr. Frank Simonds finds the difference between Anglo-Saxon and French conceptions too wide to be bridged by treaty; "Custos" blames Mr. MacDonald for his failure to understand the Latin mind: "We may expect new antagonisms to replace old friendships." Mr. E. H. Blakeney writes pleasantly of Cambridge in the eighties, and Lord Dunboyne foretells heavy rain in mid-April.

In the *English Review* Mr. Cyril Atkinson, K.C., M.P., lays down the conditions which would give us a protected market without sacrifice of cheap raw material. Professor H. A. Smith disapproves of the Referendum except in a larger reform of the political system, in which he sees various signs of decay. "Benthamite" wishes to see the legal profession reform itself.

In the *Empire Review* Lord Meston treats of India's needs—not so much constitution-mongering as practical improvements. Commissioner Lamb holds that "we must swarm" or "go out" as a race paralysed by our economics. Migration also takes a leading place in the *United Empire*, in which Lord Middleton's recent address is given in full.

LITERARY

The *Cornhill* contains a remarkable article—or is it a story?—of vast untapped sources of radium in a "world-old" mountain in Australia, the name of which the writer, Mr. Robert M. Macdonald, must not give; so serious, however, is he that second thoughts forbid us to regard his narrative as fiction. There are three good literary articles: Miss Rowland Grey, who knew Browning, prints a letter of his which shows that "Sonnets from the Portuguese," which "were addressed to my unworthy self before marriage," were so named by Browning himself; Mr. H. C. Duffin analyses acutely the rehabilitation of Soames Forsyte, and the Forsyte Saga comes in for further criticism in "New Lamps for Old," in which Miss Ida Finlay argues that the classic English novel is over, and our novelists now are mainly poets or biographers using the novel form.

In *Blackwood's* Mr. R. S. Garnett throws interesting light on the production of *Monte Cristo* at Drury Lane in 1848, when there was an uproar which led to proceedings at Bow-street? the narrative takes the form of letters between a husband and a wife—who must be from internal evidence Mr. Garnett's grandparents. "Walter Scott, Quartermaster," by Major J. R. Marshall, recalls Scott's long connexion with measures of defence against French invasion. Mr. J. A. Williamson tells two new "yarns" from Admiralty records of Frobisher and Frampton. A short article from a friend pays just tribute to the late Charles Whibley.

In *Chambers's* Mr. E. R. Yarham calls attention to the need of preserving old English barns; "Fitzurse" writes of the Cinderella Service, *i.e.*, under the Colonial Office, as a career; and "Taffrail" vindicates battleships against their detractors.

In *Life and Letters* Mr. Dilys Powell writes of the poetry of D. H. Lawrence: the moralist.

The *St. Martin's Review* reproduces "Mr. Gibbs' Plan" of the church, together with extracts of its building records.

ILLUSTRATED

London University from within and from the air is described in *Discovery*. *Blue Peter* treats of inland waterways and their bargee families. In *Great Thoughts*, Mr. Clive Holland writes of Belgium's centenary of independence. In the *Windsor*, Westminster School is described by Mr. F. A. M. Webster. "Aircraft to the Rescue," by Mr. H. T. Wilkins, in *Pearson's* tells some good yarns. In *Nash's*, Mr. Churchill writes of his relations with Lord Fisher in 1914-1915. "What," asks Lieutenant-Commander Kenworthy, M.P., in *Good Housekeeping*, "is the future of women?" Spain for tourists is recommended in the *Woman's Magazine*. "Pictures of the Last Supper," by the Rev. Dr. Irwin, make a well-illustrated article in the *Sunday at Home*. A new serial, "Behind the Ranges," begins in the *B.O.P.* *My Magazine* introduces its readers to Virgil, "the dreamer poet of antiquity." Illuminated sky signs give Mr. W. J. Seymour a subject in the *Royal*. Mr. Guy Heseltine writes of the Jockey Club in the *London*. The *Strand* has a symposium on old and modern furniture, and tells us how "The Good Companions" was written. Brighton College, by Mr. S. E. Winbolt, is the first of a series on Sussex schools in the *Sussex County Magazine*. "Canada's Wheat Pool," "about to face its first crucial test," is Mr. M. Denison's subject in the *World To-day*. In the *Landmark* Mr. Garvin suggests that Mr. E. P. Bell should have the Nobel prize.

CARS OF TO-DAY

THE SINGER JUNIOR

(BY OUR MOTORING CORRESPONDENT)

The Singer Junior saloon has the advantage of a wheelbase and track of 7ft. 6in. and 3ft. 8in., and so will take four grown persons comfortably. It costs only £160.

The body has six side windows and four doors, and, with the backs of the front seats tipped, reasonable entrance is given to the rear, as it is to the front on the near side. One's coat is, however, apt to brush the wings when getting to the back seat. With a little ingenuity, the driver can use his own doorway, and he can leave the car on the near side. Head clearance might be rather more generous at the back; it would probably be enough with a softer or more flexible cushion. The finish inside is plain. The glasses in the front doors are sliding panels; those in the after doors are moved by straps. The instruments are grouped and have subdued lighting, there is a safety glass one-piece windscreen with a suction wiper, the screen can be opened out enough and the outside bright parts are chromium plated. The front seats can be adjusted by winged nuts under the cushions. Scuttle ventilators are fitted; there is an ingenious sliding luggage grid at the back, the spare wire wheel with its 27×4in. tire is forward of the driver's door, and the battery is handy on the near-side running board in front of the door. On either side of the back seat is a small pocket and there is a cupboard on the left of the instrument panel. Fittings such as a rear blind, ashtrays, an interior light are extras. The floorboards are not so easy to take out as they might be. The body is comfortable.

The engine has four cylinders of 56 and 86mm. bore and stroke. These give a capacity of 848c.c., and although the Treasury rating is 7.78 horse-power, the unit is stated to give 12.4 at 2,000 r.p.m. and to go up to 16.5 horse-power. The inlet and exhaust valves, on either side of an overhead camshaft, are worked directly by L-shaped rockers. The camshaft is driven by a duplex roller chain provided with an automatic tensioner; the chain need not be disconnected when the head is lifted for decarbonizing. Lubrication is forced for the valve mechanism and the two main engine bearings; the big ends have troughs below them. The sump holds 7¼ pints and the filter can be withdrawn without disturbing pipe connexions. Drainage is by a plug in the front of the base, which is convenient. Valve clearance can be made without needless trouble at the rocker ends and the whole mechanism is enclosed by a cover held by two acorn nuts. The valves have single springs; I should prefer double springing if there is room enough. The three-branch exhaust manifold and two-branch inlet are combined at their centres so that the ingoing gas may be heated; the exhaust pipe is forward; all the retaining nuts can be easily worked with a box spanner, and the carburettor is high and accessible. The feed is by gravity from a tank in the scuttle. There is an outside filler, but no strainer. A dipstick is with the kit. The tank holds 4½ gallons. The oil filler is easily got at, but has no gauze though the lid contains a dip rod.

The camshaft is driven from an intermediate shaft which is rotated by helical gears on the front end of the crankshaft. The distributor—on the offside—and the dynamo—on the near-side—take their drive by skew gears from an intermediate shaft and are mounted on inclined platforms on the timing case, so that they are set at an angle to the vertical and are fully accessible. The gilled tube radiator is in a shell. There is a plug in front for drainage. The lead to the cylinder head on the offside is conveniently bolted. Here the sparking plugs can be quickly unscrewed, and the built-in starter can be withdrawn without bother. The coil is on the dash below the electric horn. The steering box contains worm and sector; there is three-life adjustment. An enclosed vertical shaft takes the movement to a short arm. The engine and clutch are combined with the gearbox and held in front on an extension of the timing case and at each side towards the rear by a steel bridge plate. The single-plate clutch runs dry and I like the method of oiling the bearings automatically from the engine and the gearbox. The clutch fingers can be adjusted as well as the travel of the pedal. Oil can be given to the bearings of the clutch pedal shaft after the floorboards have been lifted. The speed lever works flexibly and is well cranked backwards. It has a catch for reverse.

The three forward gear ratios are 5.25, 9.7, and 18 to 1, while reverse is 23.4 to 1. At 1,000 r.p.m. of the engine the vehicle is geared to 14.7 miles an hour on top. There is a small level plug; to replenish the box the lid must be moved. The propeller shaft is open; it is long but of good diameter and has flexible disk joints and a spline at the front end. The back axle is half-floating and the case is of banjo shape. Spiral bevel is used for the final drive and a spur gear differential. There are a top filler and a level indicator. The springs front and back are half-elliptical. Those behind are outside the frame at the rear and under at their forward ends, and are beneath the axle. The front springs are almost flat. There are no stops behind the back shackles. Hydraulic shock absorbers form part of the suspension in front and behind. There are six brakes. The front ones work on the Rubury plan and the axle has oval ends. Adjustment can be made at the end of each of the six rods with a spanner, and there is a primary hand regulator for the four-wheel set. Brackets on the outside of the frame are used for the rod joint attachments of the back brakes. The hand brake lever is on the offside of the driver. Ground clearance is 8in.; the lighting set is 6-volt.

ON THE ROAD

I put the highest comfortable rates on first, second and top, at about 17, a little over 30, and 45 miles an hour. On the stretch 38 was reached and with a standing start on second the top of the old hill was cleared at 18 miles an hour. With 30 at the foot of the new Dashwood Hill top took the car to about the middle of the cutting when the speed had dropped to 10 miles an hour. I then changed into second and finished the climb at close on 30. There were two persons in the saloon. The roads were wet, and there was very little wind. The tires were rather slack. There was no sign of overheating. The engine for its class was lively and flexible—though second should be used under appreciable load for rapid pick up, and it is a good gear—reasonably quiet—though double valve springs might make it more so, and properly balanced. There was a slight but not annoying drum in the car. At just under 30 miles an hour some vibration caused a pipe or similar part by the petrol tank to rattle. The clutch, although a shade eager, was satisfactory; the change-speed was simple and light with the lever very handy. The steering has a wide lock and I found the action steady and light enough. The brakes, both ways, were powerful and not too responsive. The spark control lever might be rather handier to work, when it would probably be more used. The suspension was very fair for the size of car.

Other models of Junior are a two-seater, with dickey, a four-seated tourer, a sports, and a sportsman's coupé. Prices run from £135 to £165. A Singer Junior, under official observation, ran 5,671 miles in 144 hours in severe weather; another was driven up and down Porlock Hill 100 times in one day, and a four-seater fully loaded did the 860 miles from Durban and Johannesburg and back at 28.35 miles an hour with a petrol consumption of 38.7 miles a gallon.

The 1930 edition of "Cars of To-day"—the seventh annual one—containing 94 complete reviews, and a new and enlarged edition of "The Art of Driving" are published by The Times Publishing Company, Printing House-square, E.C.4, at 2s. and 1s. 3d. respectively, or can be had from booksellers, newsagents or bookstalls.

"THE MOTOR BOATING WORLD"

With the coming of spring the growing number of followers of the sport of motor-boating—of speed craft in particular—are becoming busy, and the April issue of the *Motor Boating World* reflects this awakening in a readable and informative issue. The subjects range from a short cut into Burnham-on-Crouch, Essex, to the general principles of the conversion of lifeboats into cabin cruisers, a discussion on the alleged nuisance of speed-boats at seaside resorts, a description of a new Diesel engine for private owners, and accounts of the latest power boats of Mr. Hubert Scott Paine. There is an article, very useful to the newcomer to motor-boating, giving the various associations and organizations which exist to watch his interests and develop a sport which on inland waters and estuaries is yearly gaining more adherents.

At Ashford, Kent, yesterday, four London youths were remanded until to-day charged with stealing a motor-car, two rugs, petrol, and oil, belonging to Mr. Peter F. Woodworth, of Willesborough, Kent, on Sunday. It was stated that they were caught at Maidstone and made no reply to the charge. The car was recovered.

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OWNERS AND COAL BILL

ANOTHER OPPOSITION MANIFESTO

"INCREASE IN COSTS"

(FROM OUR LABOUR CORRESPONDENT)

The coalowners in the districts opposing the Coal Mines Bill have issued another declaration against the Bill. They say again that the cost of producing coal will be increased in every district at present working eight hours, and that the amount of the increase will vary in the districts up to a maximum of 1s. 6d. a ton. "All the large exporting areas fall within this category, so that those districts which can least afford any increased price will all be handicapped by the hours provision." In the opinion of the opposing owners, the marketing provisions of the Bill will fail to counteract the increase in cost because "an increase in price will be followed by an automatic reduction in the quantities sold, more especially in the districts, such as Northumberland, Durham, and South Wales, which have to dispose of the larger portion of their output in the export market or to unsheltered trades. In the sheltered trades and the domestic market a rise in the price of coal will stimulate the use of other forms of heat or power, such as oil. The statement proceeds:—

"Even were it possible by international agreement to regulate the export of coal and increase its price—which it is not, owing chiefly to the impossibility of coming to an agreement with producers in the United States of America—is it not the height of folly to handicap the British industry by increasing its costs before the negotiations begin? What chance would there be of retaining even our present all too small share of the European export trade when our competitors well know the extent to which this additional burden will handicap us in our costs and that a further addition to cost will automatically fall on the industry in July of next year failing further legislative action."

"DANGER TO PEACE"

Increases in costs of production will have a detrimental effect on wages and the opposing owners have "extreme doubt" as to the possibility of continuing to guarantee the present minimum percentage additions to the basis rates. They see in the National Industrial Board "the gravest danger to peace" in the industry and an impairment of the effectiveness of the district conciliation machinery.

"Even more preposterous (they say) are the proposals for the setting up of a tribunal to compel the amalgamation of collieries. At the fiat of an independent and irresponsible body the property of colliery owners may be filched from them—or they may be compelled to purchase against their will at a price fixed by the same body a property on which they place no value or even a minus value. Did the figures show that the largest units in the districts were for the most part the most successful, there might be something to say for amalgamations on voluntary lines carried out by those who would have the responsibility for their success, but the results critically analysed show quite the opposite position in many districts. The mere setting up of this costly tribunal will destroy the confidence of the industry, which throughout the last three years has been slowly but surely reviving, will cause the suspension of development, the working of collieries to get the best results for the moment at the expense of the future, the dissipation of liquid resources and will render impossible the attraction of further capital."

MARKETING PROPOSALS

In reply to the owners who are supporting the marketing proposals of the Bill the opposing owners say it is "futile to cite the experience of the Midlands during the past two years as disproving the contention of the majority of the owners, because a scrutiny of the figures shows that, as regards regularity of work and, therefore, increased earnings in the districts where there has been no control of output, the position improved during that time quite as much as did the position in the Midlands. The same is true as regards the financial results of the industry in the different districts. The free districts have improved quite as much as those under control."

The final statement of the memorandum does not refer to the Coal Mines Bill, but to the argument of supporting coalowners that the national organization of the mining industry will pave the way to international agreements. The opposing owners say that "any restriction of output by international arrangement will be all at the expense of this country, handicapped by the increased costs due to the shortened hours."

THE COAL BILL AND WELSH EXPORTS

PRESIDENT'S WARNING TO CARDIFF CHAMBER

(FROM OUR OWN CORRESPONDENT)

CARDIFF, MARCH 31

At the annual meeting of the Cardiff Chamber of Commerce to-day Mr. John Powell, of Messrs. John Powell and Co., coal exporters, was elected president.

In his presidential address Mr. POWELL said that last year the total imports and exports of the South Wales docks had increased by 3,700,000 tons, and those of the port of Cardiff by 1,600,000 tons. These increases were due principally to the fact that the shipment of Welsh coals underwent considerable expansion. Taking the United Kingdom as a whole, the coal shipments in 1929 were about 10,000,000 tons greater than in 1928. In the same period the shipments of coal from South Wales advanced by nearly 3,500,000 tons.

Satisfactory as these increases were, it should not to be forgotten that, compared with 1913, the shipments of coal from the United Kingdom were still about 13,000,000 tons less. South Wales shipments were similarly 5,000,000 tons below the total of 1913. Most of them knew why it had been so difficult to bring the export coal trade back to that overwhelming position which it occupied in 1913. Contrary to what some critics asserted, it was not due to bad salesmanship, or the lack of this, that, and the other artificial device. It was due to:—

(1) The use of petrol, oil, and hydro-electricity;

(2) The erection of trade barriers by countries which desired to encourage the production of coal within their own territories;

(3) The delivery of coal in payment of War reparations;

(4) Preferential railway rates, subsidies, low taxation, and low cost of production in some competing countries.

Notwithstanding the formidable obstacles which confronted the coal exporters of this country, there existed six months ago many experienced traders who took the view that the British coal trade had finally got the measure of foreign competition and that we were gradually emerging from the depression which had been the dominant characteristic since the great coal stoppage of 1926.

POLITICAL INTERFERENCE

Alas! this view had been falsified by subsequent events. Instead of being allowed to get on with their task of producing coals at a cost which would not prohibit successful competition in the markets of the world, the coalowners of this country had been harassed by political interference. The coal trade had been made the plaything of political strategy. The welfare of this great industry had been, and was still being, sacrificed on the altar of political expediency. That chamber was one of the first to raise its voice against the attempt to reduce the hours of work in the mining industry. If they were reduced to 7½ per day, as now appeared probable, costs were likely to increase enormously. The coalowners had already intimated that an arrangement to make the hours 90 per fortnight would tend to mitigate, but not wipe out, the hardships which the Coal Bill portended. He would like to urge Parliament and the representatives of the miners to hesitate before taking steps which, in his opinion, would have the effect of seriously restricting our power to compete in the world's markets and might at no distant date embroil that district in another great industrial dispute.

While the coal trade had experienced an unfortunate setback, the shipping trade had suffered a similar misfortune, and innumerable vessels were now laid up because profitable employment was nowhere available. During the past six months world trade appeared to have undergone an important shrinkage, and this had contributed in some measure to the depression which now afflicted shipping and coal. The general weakness produced by a variety of causes had been accentuated by dear money, Stock Exchange crises, political interference with industry, and uncertainty and uneasiness concerning the taxation and fiscal proposals of Mr. Snowden's forthcoming Budget. Rates and taxes in this country were now so high that they constituted a positive menace to the prosperity of trade and industry.

In conclusion he urged that Cardiff should adapt itself to a change in circumstances and set up alternative industries, which might help to maintain an ever-increasing population and prevent the district being smitten with social disaster when the coal trade was passing through a period of depression or collieries rendered idle by reason of disputes. Already a number of ocean-going passenger ships had called at the port to embark and disembark passengers, and there was room for further development of the general cargo trade.

YORKSHIRE COAL TRADE

STEADY IMPROVEMENT

(FROM OUR CORRESPONDENT)

LEEDS, MARCH 31

Judging by the monthly ascertainment, the coal trade in Yorkshire is steadily improving. The miners' wages award for April, announced in Leeds to-day, shows another increase above the minimum percentage. For March the percentage above basic rates was 33.62, this being the first time in 30 months that the minimum of 32 per cent. had been passed. For April the award, based on the increased workings for February, has increased to 36.77 per cent., being 4.77 over the minimum.

It would appear from this that the coal trade in Yorkshire has taken a definite turn for the better. Of course, as milder weather approaches there will be an inevitable drop in the home demand, but against this it is hoped that the increased subsidy on exported coal will bring in considerable business.

For the second month since June, 1927, the coalowners will not be called upon to make up the wages of the miners. On the other hand, there will be another surplus of £59,408, which, it is expected, will go towards wiping off the huge deficit of £9,489,570. With the surplus of £22,515 on the January workings the total surplus is now £81,923, and the deficiency is reduced to £9,407,647. The surpluses in no sense approach the average figures of the monthly deficiencies, and it would take many years of continuous surpluses to wipe off the total amount supplied by the owners to make up the wages.

The average monthly amount paid by the owners to make up the miners' wages to the minimum during the 2¼ years is £316,319. On five occasions the deficiency has exceeded £400,000, while amounts of £300,000 have been fairly frequent. The owners are gratified at there being a surplus at all, for a year or so ago it was publicly stated by the leading proprietors that they did not expect to get a penny back of the amount paid to make up the miners' wages.

A singular fact in this regard may be noted. If the miners' agreement had expired, as was at one time anticipated, at the end of last year, there would have been no surplus under the old agreement. In that event the coalowners' expectation of not getting a penny back would have been fulfilled. Neither the owners nor the men's leaders, however, have given an intimation of ending the agreement. They are awaiting the fate of the Coal Bill and three months' notice is required for terminating the agreement. The coalowners are not inclined to the view that the higher percentage will be maintained, but there is every likelihood that the minimum will be reached for the next few months.

TRADE UNIONS IN 1928

DECLINE OF POLITICAL FUND

(FROM OUR LABOUR CORRESPONDENT)

The Chief Registrar of Friendly Societies has issued Part 4, Section 2, of his report for the year 1929 (Stationery Office, 3s. net), which contains a directory of registered trade unions and summaries of their membership and finances in 1928. There were at the end of 1928 in Great Britain 567 unions with 3,808,811 members, a decrease during the year of 11 in the number of unions and of 138,381 in the number of members. Included in the 1928 figures are 86 employers' associations (a decrease of five), with 43,946 members (decrease 198).

The income derived from members was £7,194,062 in 1928, and £7,464,688 in 1927; allowances from the Ministry of Labour for unemployment insurance and administrative expenses amounted to £2,062,571 in 1928, and to £2,095,994 in 1927; and from other sources £600,701 was received in 1928, and £635,711 in 1927. Expenditure was as follows:—

	1928	1927
Unemployment, travelling and emigration	£3,235,645	£3,131,002
Disputes	128,968	187,488
Sickness and accidents	743,831	772,445
Funerals	327,739	339,746
Other benefits (including superannuation and grants to members)	1,192,431	1,135,729
Political fund	118,512	135,259
Grants to federations and other societies	278,872	243,972
Management, &c.:—		
Head office	1,311,872	1,331,352
Districts	485,642	510,027
Branches	1,121,336	1,152,168

The total management expenses were, therefore, £2,918,850 in 1928, and £2,993,547 in 1927.

At the beginning of 1928 the total funds of the unions were £9,902,073 and at the end of the year £10,816,759, an increase of £914,686. In 1927 the total funds increased by £1,257,205.

It will be noticed that the political fund payments declined by £16,747 in 1928, the first year of the operation of the Trade Disputes and Trade Unions Act, which substituted "contracting in" for "contracting out" of liability to contribute to political objects.

AMERICAN TARIFF ON LACE

EFFECT ON BRITISH INDUSTRY

(FROM OUR CORRESPONDENT)

NOTTINGHAM, MARCH 31

The duties proposed for lace entering the United States will amount to anything between 200 and 300 per cent., stated Sir Ernest Jardine, president of the Nottingham Chamber of Commerce, at a meeting of the Chamber to-day, and on plain nets they will average 150 per cent.

"We can protest," he continued, "but the only effect it will have, if any, will be to make the Americans more resolved to stick to them. The most serious thing for us will be the fierce competition which will come from France when she is shut out of the American market, and our safeguarding duty ceases. The British market is not only the best market, but it is also the only 'fool' market left in the world. We are the only people who allow other countries to send us what they like without contributing anything to the upkeep of the nation. We have no means of retaliating. We shall have to remain content while the foreigner protects his market and while our own politicians continue calling attention to any supposed imperfections in our methods."

The VICE-PRESIDENT, Professor A. W. Kirkaldy, suggested that business men should resolve to discourage the purchase of American motor-cars and tobacco. America was needing more and more foreign markets. He called attention to the enormous cost of social services in this country and the heavy burden which this adds to the cost of production. He suggested that large firms with boards of directors should liberate one director to enable him to enter the municipality or Parliament. The need was for business men who understood the difficulties of industry.

WOOL TEXTILE WAGES

REDUCTION NOTICES IN HUDDERSFIELD AREA

Notices to reduce wages in the wool textile industry, in accordance with the Macmillan Report, were posted at most of the mills in the Huddersfield district and in the Colne and Holme Valleys yesterday. Notices were given by all the firms affiliated to the Huddersfield Woollen and Worsted Federation and by several large firms that are not affiliated to any employers' body.

The number of operatives concerned in this area is about 30,000, and has been decreasing slightly during the last few years owing to general bad trade.

The Rev. PERCY STOTT, B.D., for 30 years vicar of St. Peter's, Halliwell, Bolton, died at Southport on Saturday. An Evangelical, Mr. Stott was one of the founders of the Bible Churchmen's Missionary Society. He leaves a widow and nine children. Two sons are in the ministry, one being a foreign missionary.

AUSTRIAN PROGRESS

DR. RICHARD REISCH ON THE CURRENCY

Dr. Richard Reisch, president of the Austrian National Bank, spoke yesterday on "The Austrian Currency," in connexion with the exhibition illustrating his country's progress which is being held at the London School of Economics. Sir Henry Strakosch presided.

In outlining the steps taken towards the reformation and stabilization of the Austrian monetary system DR. REISCH said he wished to emphasize the fact that since 1923 the position of the Austrian National Bank had made satisfactory and almost uninterrupted progress. The two temporary set-backs were soon overcome. The first was the Stock Exchange crash in 1924, against which the National Bank had to introduce drastic measures. The second was the disquieting effect of the political agitation in the autumn of 1929, in which case, thanks to the energy and prudence of the Federal Chancellor, Dr. Schober, political differences were soon peacefully settled by means of constitutional reform measures.

The Austrian shilling could at any time be exchanged for foreign bills of a gold value—that was, at its full gold parity. A direct exchange for gold, it was true, had not yet been decreed, but this fact was of no more than formal significance. Austria might, therefore, be reckoned among such countries as had resumed payments in cash.

The cover of the trade-balance deficit was probably effected in great part by tourist traffic and by so-called invisible exports. Tourist traffic already represented a very important factor in Austrian economy, and Government and economic circles were constantly endeavouring to create the premises for its further development. The cautious Bank rate policy of the Austrian National Bank had at all times been directed towards maintaining a margin of 1½ to 2½ per cent. between the Bank rates of the Western markets and that of Austria, thus furnishing an inducement to foreign capital to seek employment in the country.

THE RECONSTRUCTION LOAN

The Geneva plan of reconstruction, said Dr. Reisch, hinged on the possibility of raising a loan for Austria. The inducement to support the loan came when the leading Powers undertook to guarantee it. It was this guarantee by the Powers that laid the foundation of Austria's economic reconstruction. Austria, therefore, was to a high degree morally indebted to the guarantor Powers, among which Great Britain took the lead. The guarantor States suffered no loss by their guarantee, seeing that the service of the loan was covered more than 4½ times over by the pledged Austrian revenue from Customs and tobacco, so that there was no possibility of the guarantee ever being actually called into operation. Subscribers to the loan did very good business in obtaining not only a satisfactory rate of interest, but also a profit on the capital investment of more than 20 per cent. By this loan Austria was enabled to set to rights its Budget and its monetary system, and also to effect an improvement of its economic equipment, since it employed more than half the loan originally intended to cover only its deficit for purposes of investment. Austria thus proved that it knew how to make good use of a loan.

Dr. Reisch said he wished to underline this fact, seeing that at present Austria was, thanks to the Hague agreement, once more faced with the possibility of raising a foreign loan. This new loan would no longer be seconded with a guarantee on the part of the Powers. Austria could, however, point to a thoroughly well-regulated Budget, and to a stabilized and well-tested currency. The loan, moreover, would be employed entirely for investment purposes, whereby a diminution of unemployment and a revival of economy were assured. He hoped that the London money market would accord the new loan an equally friendly reception and would experience with it satisfactory results.

SIR HENRY STRAKOSCH, in commenting on the efficiency with which Dr. Reisch had guided the monetary affairs of Austria in difficult times, referred to the fact that the Austrian currency was not as yet by law convertible into gold. He hoped that the idea of putting gold into circulation in Austria would be turned down flatly. To establish a gold circulation seemed to many who had given thought to currency matters generally a relic of barbarism. If he were asked whether all had been done in the matter of currency organization that need be done at the present moment—whether the gold standard of the world could rest on its oars—he would say emphatically "No." There was a great deal more to be done in the way of enlightening public opinion regarding the outstanding matter of maintaining the purchasing power of the gold stable, and then to establish a system of cooperation among the central banks which would carry this into effect.

A LIGHT AEROPLANE SHOWROOM

SELFRIDGE'S NEW DEPARTMENT

A permanent light aeroplane showroom was opened yesterday by Selfridge's as an additional department, in premises in Avonmore-road, near Olympia. Four types of aeroplane, varying in price from £550 to £900, are on view. They may be bought on easy terms spread over six, 12 or 18 months, and the only delay in delivery will be such as is necessary to paint a model in the colours a customer may choose.

This is claimed by the firm to be the only showroom of its kind so far established by a department store and the only place, apart from an aerodrome, where different types may be seen together and a choice easily made. The types now in stock are the Moth, the de Soutter, the Blue Bird with its side-by-side seats, and the German light aeroplane the Klem. Other makes may be added as the demand arises. Meanwhile, the firm intends to offer its customers such other services as they may desire. It will supply information as to how they may qualify as pilots, will arrange for garages, and will sell them anything that the taking up of aviation entails.

A light aeroplane is said to have a life of at least 700 or 800 flying hours, and the average private owner spends rarely more than 100 hours in the air each year. The estimated cost of maintenance, depreciation, garage, insurance, and a reasonable supply of oil and petrol is set by the firm's experts at £300 a year. Now that some of the light aeroplanes have proved their worth, a steady increase in their use is expected, and this departure by a big store is as much a tribute to the new pastime as a sign of business enterprise.

FIRE AT MENTAL HOSPITAL

GIRL PATIENTS' ESCAPE BY EMERGENCY STAIRS

Fire broke out yesterday in the Metropolitan Asylums Board's Mental Hospital, Tooting Bec-road, S.W., where there are about 2,200 patients. Fire engines were sent from all parts of South London.

Twenty-six girls were in the ward on the third floor of the wing in which the fire broke out. A doctor who was walking in the grounds saw a light on the roof, and gave the alarm. The fire had apparently begun in a turret of the wing. There were four nurses in charge of the girls in this ward, and as soon as the alarm was given they marshalled their patients, who marched quickly but calmly down the emergency staircase from the building as though they were taking part in routine fire drill. The whole building was cleared within a few minutes and none of the patients was hurt. The fire was under control in a short time. Before the regular firemen arrived the house fire brigade, organized by the male staff of the hospital, had begun to put out the flames.

The hospital passed from the control of the Metropolitan Asylums Board to the administration of the London County Council last night.

DOWN HOUSE

The CHAIRMAN of the Bromley (Kent) Justices yesterday announced that they had given careful consideration to the case of the Bromley rural district rating authority's application for a distress warrant against the British Association for the Advancement of Science in respect of the non-payment of £84 4s. 6d. rates on Down House, Darwin's old home. They had formed the opinion that the justices were not debarred from hearing the defence. They would hear the case at 10.30 on Wednesday morning, April 9. The case was before the Bench on March 17, when Mr. A. M. Trustram Eve, for the rating authority, maintained that the Bench had no jurisdiction in the matter.

HEALTH MINISTER ON LABOUR POLICY

EXTENSION OF PUBLIC OWNERSHIP

(FROM OUR CORRESPONDENT)

CAMBRIDGE, MARCH 31

The National Union of Students now holding their sixth annual congress at Cambridge constituted their own Parliament to-day, and at the election campaign in the morning the three chief political parties were represented by members of the House of Commons, each of whom advanced arguments in favour of the party he represented.

The Government's case was put by Mr. Arthur Greenwood, Minister of Health, the Conservative case by Captain W. S. Morrison, M.P., and the Liberal case by Mr. P. Oliver, M.P. At the conclusion of the "hustings" a ballot was taken and resulted as follows:—Conservatives, 75; Labour, 57; Liberals, 49; Independent, 27.

Lots were drawn at the beginning for the order of speaking. Mr. GREENWOOD was drawn first, and in his address he charged the Conservative Party with lack of the spirit of adventure. Their policy was still "Safety First." To-day the position of the Conservative Party was tragic. Its new leader, Lord Rothermere, had come to the rescue of Mr. Baldwin with a new programme that proved to be very old. The Liberal Party had had its high mission, and was a party more concerned with past traditions than in making new ones. Formerly they had been the party of the Left, but to-day they were the Centre party, in which half of them still looked to the past, while the other half looked to the future.

SOCIALISM

The Labour Party was marked off from the other parties, not because it did not care about tradition, but because it placed more emphasis upon what ought to be than what was. Their object was Socialism as distinct from the crude individualism that was rampant in this country in the early days of the nineteenth century. Just as they ought to achieve social democracy with the abolition of false social distinctions, so they must achieve an economic democracy, and by that he did not mean mere profit-sharing, but they wanted the people who were in a system to enjoy the same equality that they enjoyed in politics. They meant the extension of public ownership. Irrespective of party, there was a majority in the House of Commons to-day in favour of the nationalization of coal. No responsible person in the House of Commons would dare to say that we had reached the limit where public ownership could go no further.

It was not for youth to ask for stagnation and microscopic progress. It was for youth to look upon life as a great adventure. If the youth of to-day thought for itself they were on the high road to Socialism.

Mr. OLIVER protested that the Liberals were not the Centre party, but remained the party of the Left, a small body of superior, select persons who sat below the gangway and whose duty it was to save Sodom and Gomorrah from complete destruction. The Empire free-trade campaign of the Conservatives would benefit nobody but the British manufacturer and would do a great deal towards the disintegration of the Empire. He did not see how Mr. Philip Snowden's free-trade views could be co-ordinated with Mr. Graham's Coal Mines Bill. The fundamental fault of the Labour Party was that it never had a distinct philosophy.

CAPTAIN W. S. MORRISON said that there was a great measure of agreement between most persons as to what they were actually trying to do, but they differed violently as to how it should be brought about. The position of the Conservative Party on the question of State control was a middle position. Throughout their long history they had never hesitated to use the power of the State or the municipality to produce a better service for the community. The Conservative Party had always done more for the working classes, and he claimed that they had actually produced more revolutionary changes than any other party in the State.

THE SALE ROOM

FINE WINES

Christie's sale yesterday was confined to fine wines and cigars, the property of the late Mr. Barnet Lewis, of the late Mr. David Sassoon, and others.

Six dozen bottles of Veuve Cliquot, 1919, the property of Lord Marchamley, sold at 215s. per dozen; about 20 dozen bottles of port, Cockburn's, 1896, bottled January, 1899, the property of Sir Berkeley Sheffield, of Normanby Park, Lincs, sold at 255s. per dozen; and in another property, three dozen bottles of Château y' Quem, 1921, Château bottled, sold at 200s. per dozen.

ENGLISH POTTERY AND FURNITURE

English pottery and porcelain, English and French furniture, needlework, tapestries, ships' models, &c., realized £3,949 at Sotheby's on Friday. Among the lots sold by order of the executors of the late Sir John A. Noble were the following:—An early Georgian needlework settee, with high back, upholstered in fine *gros* and *petit point* needlework of floral design, was bought by Sir W. Burrell for £395—this settee was at Hughenden during Lord Beaconsfield's occupation and was purchased by the late Lady Noble in the eighties; a set of eight Hepplewhite mahogany chairs, two armchairs with carved arms, and six side chairs with wide undulating backs, carved with a patera and acorn pendants on either side—£250 (Birkett); and a set of six Chippendale mahogany chairs, with interlaced backs carved at the top with honeysuckle and acorn pendants, £125 (G. G. Adams). The other properties included part of a dinner service, by Bloor, of Derby, painted with a shield of arms of four impaled coats, with heavily gilt borders on royal blue ground, £200 (J. R. Thomas); a small walnut bureau bookcase of Queen Anne design, with mirror panel door, 26in. wide, 73in. high, £120 (G. G. Adams); a Chippendale gilt mirror, carved in the Chinese taste, surmounted by a pagoda-like top, 6½ft. high by 4½ft. wide, £80 (R. Cox); a ship model, of Le Muret, a French man-of-war of the Nelson period, the model in the original glass case, 16½in. long, £98 (Herbert); a Chippendale mahogany arm-chair, finely carved, with claw and ball feet, £74 (Herbert); a Ralph Wood figure of "The Sweep," 7¼in., £54; and a Ralph Wood toby jug, 10in. high, £42 (both bought by Permain).

BOOKS, SILVER, AND PICTURES

Among the books from Lansdowne House sold at Messrs. Hodgson's on Friday were:—Increase Mather, "Cases of Conscience concerning Evil Spirits personating men, Witchcrafts," &c., Boston, 1693—£60 (Sotheran); Dr. S. Johnson, "Marmor Norfolciense," 1739, uncut copy of the first edition—£76 (Gee); Sir H. H. Howorth, "History of the Mongols," 1876-88—£34; J. de La Fontaine, "Contes et Nouvelles en vers," 1762, the *fermiers-généraux* edition—£80; *The Examiner*, 1710-14, an unusually complete set of the original numbers—£50 (these three lots bought by Quaritch); S. and N. Buck, "Antiquities, Castles, Monasteries and Palaces of England and Wales," 1774—£53 (Curtis); and G. B. Piranesi, "Vedute di Roma," 134 fine plates, undated—£76 (Quaritch).

At Hurcomb's, Calder House, Piccadilly, on Friday, an antique kitchen pepper pot, 28½oz., sold for £59 1s. 3d. (Castle); a George II. 1730 plain octagonal tray, 127oz., £1,079 10s.; a Queen Anne 1702 paten, 19½oz., £92 8s. (both bought by Crichton); a George I. 1723 oval snuff box, 3½oz., "all at," £61 10s. (Smyth); a loose emerald, £250; and an emerald and diamond brooch, £114 (both bought by Vaughan).

In the same rooms yesterday a sale of pictures included J. Van Goyen, a river scene, with boats and cattle, 12in. by 15in., signed with monogram, fetched £360 (Archer). The three-quarter length portrait by Richard Cosway, R.A., of Georgiana Duchess of Devonshire (1757-1806), the property of the Earl of Carnarvon, illustrated in the advertisement pages of *The Times* on March 25, was understood to have failed to reach the reserve at £1,000, and consequently was not sold. It was offered at Christie's on June 28 last, and then failed to find a purchaser at 3,100 guineas.

POWERS OF MINISTERS

Further public meetings of the Committee appointed to consider the powers of Ministers of the Crown by way of delegated legislation, and judicial or quasi-judicial decision, will be held in the Lord Chairman's Room, House of Lords, to-morrow, at 4 p.m., and on Wednesday, April 9, at 4.15 p.m. At the former meeting further evidence will be given on behalf of the National Federation of Property Owners and Ratepayers and the Property Owners' Protection Association, Limited. At the latter meeting evidence will be tendered by Mr. Gerald Eve, vice-president of the Surveyors' Institution.

OBITUARY

LIEUT.-COLONEL OSMAN

Lieutenant-Colonel Alfred Henry Osman, O.B.E., a pioneer of long-distance pigeon racing, who was responsible for the Army carrier pigeon service during the War, died on Sunday at his home, Apsley House, Cambridge Park, Leytonstone, at the age of 65. He adopted the study of homing pigeons as a hobby when he was a youth, and in 1888 founded the Osman strain of racing pigeons. Ten years later he started the *Racing Pigeon*, and became its editor. In conjunction with the late Mr. J. W. Logan, M.P., Colonel Osman formed the National Flying Club for pigeons. King Edward VII., then Prince of Wales, won the club's race from Lerwick in 1899, and the Duke of York, now King George V., was third, with birds trained at Sandringham.

At the outbreak of the War the police were sealing up lofts all over the country, not allowing racing pigeons to be let out for exercise, and compelling owners of fancy pigeons to liberate at their lofts to prove they really belonged there. Colonel Osman was instrumental in getting the Home Office to deal with this matter, and so saved the lives of thousands of racing and fancy pigeons. In November, 1914, he drafted a scheme for employing the pigeons of fanciers living near the coast to bring messages from minesweepers. The Government Pigeon Service, as it was called, was organized and controlled by Mr. F. Romer and Colonel Osman's son, Mr. W. H. Osman. This service grew, and the Royal Naval Air Service made use of pigeons for all machines reconnoitring over the sea.

Early in 1915 the War Office desired to obtain pigeons and men for the signal service in France and to establish a Home Forces Pigeon Service. Colonel Osman accepted a commission as captain, but would take no pay. He arranged for the reception and dispatch of all pigeons presented by British pigeon fanciers, enlisted pigeon service men for the Army, and conducted the Home Forces Pigeon Service. At the end of the War he was made O.B.E. Largely owing to his intervention a scheme was framed to permit limited training of pigeons, and fanciers were enabled to keep their pigeons healthy during the War. Members of the National Homing Union presented him with a testimonial for his services.

SIR WILLIAM WILKINSON

Sir William Henry Wilkinson died yesterday at his residence, Deepdene, Bathampton, near Bath, at the age of 71. The son of Mr. C. W. Wilkinson, of Belper, he was educated at Wolverhampton Grammar School and Balliol College, Oxford, where R. L. Nettleship was his tutor. He was one of the seven original members of the Brakenbury Society, founded in 1877. He was Davis Chinese scholar in 1879, and after taking his degree joined the China Consular Service in 1880 and served for 38 years. His last appointment was that of Consul-General at Hankow. He was knighted in 1913, and retired on pension in 1918. He was the author of works on the government of Korea, the Chinese origin of European playing-cards, and Chinese chess. Three times married, he leaves a widow and four children—Commander Wilkinson, R.N., Mr. Guy Wilkinson, who is in South Africa, Miss Winifred Wilkinson, and Mrs. Kenneth Preston. He will be buried to-morrow, at Bathampton, where he was vicar's warden for a number of years.

DR. JOHN DIXON

Dr. John Dixon, who died yesterday at his house in Jamaica-road, Bermondsey, in his 98th year, was believed to be the oldest member of the Royal College of Surgeons and the oldest licentiate of the Royal College of Physicians, the oldest Guy's Hospital student, and the oldest Freemason in the country and probably in the world. He did not attain his great age by stinting himself. Almost to the last he ate and drank like anyone else and smoked many cigars. He was fond of going out to dinner, and at a recent dinner at the Royal College of Surgeons he astonished those sitting near him by smoking two cigars. He maintained that Bermondsey, where he lived for more than 70 years, was a very healthy district, but he believed that long life depends not so much on what a man does as on the stock from which he comes. Both his father and his mother lived to be over 90. He himself never suffered from illness till a few days ago. The flag at Bermondsey Town Hall was flown at half-mast yesterday.

John Dixon was a native of Hessle, in the West Riding, and was the son of a farmer. He entered Guy's Hospital as a student in 1851, and in 1854 graduated M.D. at St. Andrews, and also qualified as M.R.C.S. Eng., and L.M., and L.S.A. He became L.R.C.P. Lond. by examination in 1861. For 25 years he was Medical Officer of Health for Bermondsey and Certifying Factory Surgeon, for 14 years Poor Law District Medical Officer and Public Vaccinator, and for 40 years surgeon to the Surrey Dispensary. He had been an active Freemason for 74 years. He was initiated in the Mount Lebanon Lodge, 73, on January 15, 1856, installed as Master in 1866, and again in 1910, on the 50th anniversary of his first installation. He had many other Masonic connexions in the Craft, was Past Grand Deacon of England, and was a steward at the dedication of Freemasons' Hall in 1869. He was also an officer in the Supreme Grand Chapter. He had been a Mark Mason since 1856, and, in 1857, he became first Master of the Southwark Mark Lodge, 22, and 70 years later he was installed Master for the second time. He possessed a jewel given him by that Lodge in 1862, four years before it came under the jurisdiction of the Grand Mark Lodge of England.

Dr. Dixon was appointed a magistrate for the County of London in 1901, and sat sometimes at the London Sessions. He was a very old member of the Loriners' Company, and served the office of Master many years ago.

CANON TANCOCK

Mr. J. C. Michell, O.S., late of Truro, and formerly a master at Westminster, writes:—

May I add to your obituary notice that Canon Tancock was for many years a master at Sherborne, where he took the Upper Fourth under what was at the end of the seventies Big School, and had also charge of the "Yellow and Black" on Greenhill, one of the most flourishing houses in the School? He was the last survivor of the remarkable staff collected by Dr. Daniel Harper, afterwards Principal of Jesus College, Oxford. Canon Tancock, always affectionately known among us as "Billy," was educated at Truro Grammar School under his father, Dr. Tancock, and his younger brother, C. C. Tancock, an old Shirburnian, after many years at Charterhouse, became successively headmaster of Rossall and Tonbridge.

MR. A. BARCLAY WALKER

The death has occurred in an Aberdeen nursing home of Mr. Andrew Barclay Walker, the sportsman, at the age of 64.

The fifth son of Sir Andrew Barclay Walker, first Baronet, of Osmaston Manor, Derby, and Gateacre Grange, Liverpool, and brother of Lord Wavertree, he was born on June 24, 1865, and was educated at Charterhouse and Jesus College, Cambridge. He was formerly a lieutenant in the Lancashire Hussars. He lived until recently at Woodend House, near Banchory, Deeside, and lately at The Hill, Muchalls, Kincardineshire. He had extensive shootings and fishings on Deeside, and was a generous benefactor of charitable institutions in the district. As a racing owner his career is reviewed in our Racing Article on another page. Mr. Walker was also well known in yachting circles, being the owner of the racing yachts Thelma and Ailsa. He organized an Arctic hunting expedition, and brought back many trophies.

MR. CAVAN IRVING

Mr. Herbert Cavan Irving, C.B.E., of Burnfoot, Ecclefechan, Convener of Dumfriesshire, died on Thursday after an illness of several weeks, in his 76th year. He was the third and only surviving son of Mr. John Irving, J.P., D.L., of Burnfoot, and Agnes Cavan, daughter of Mr. James Cavan. He was educated at Harrow and Trinity College, Cambridge. Called to the Bar in 1880, he joined the Northern Circuit, but instead of practising devoted himself to local administration, in which he rendered valuable service. For over 40 years he served on the county council, and in 1910 he was elected Convener. For a period he was also president of the County Councils Association. He served in the Scottish Borderers Militia from 1874 to 1894, and in 1883 he was nominated a member of the Royal Company of Archers. During the War he was, in addition to his other duties, chairman of the Local Military Tribunal, and was created C.B.E. in 1918. Mr. Cavan Irving is survived by his widow, Edith, daughter of the late Mr. John White, of Valencia, Spain.

M. BLUMENTHAL

Our Paris Correspondent telegraphs:—M. Daniel Blumenthal, whose death is announced, was a well-known defender of the French cause in Alsace. As a student he was a member of the "Sundgovia," an association which was dissolved by the German Government. He represented Strasbourg in the Reichstag, and became Mayor of Colmar in 1908. On the outbreak of the War his arrest was ordered, but he escaped into France. He was sent by the French Government to the United States, where he advocated the return of Alsace and Lorraine to France, and he was sentenced to death by the German Government. He received the Cross of the Legion of Honour after the Armistice.

MISS CONSTANCE SMITH

Miss Gertrude Tuckwell, C.H., writes from Mentone:—

It must be more than 30 years ago that I first met Miss Constance Smith. The Christian Social Union—under the presidency of that great Churchman Bishop Gore—was making a fine effort to help forward social reform and we had started a Sub-Committee of Research into many women's industries in which sweating was rife. Canon Scott-Holland, Charles Masterman, and Mr. Percy Dearmer were active helpers, and Constance Smith became honorary secretary and a moving spirit in the committee, working with that meticulous accuracy and tireless energy which distinguished her.

The work was correlated to all that was done outside and inside the House of Commons for such industrial legislation. The committee had informal talks with the members of Parliament, and briefed them. In the fight against lead poisoning Constance Smith worked hard, largely organizing our exhibitions. She spoke and worked for successive Factories Bills, and fought in the great battle against sweating which resulted in the passing of the Trade Boards Act. She was the leading woman speaker at the Pan-Anglican Conference on these industrial questions, and when the National Health Insurance Bill was being disfussed she was chairman of a great woman's committee formed to investigate and support the measure. She had an excellent gift of reconciliation, and her presidency over people of divergent views and power of aiding them to find a common mean used to fill us with admiration. Her knowledge of tongues and international experience made her a first-rate delegate to the conferences of the International Association for Labour Legislation—the parent of the International Labour Office, which agreed on the abolition of night work for women and fought against yellow phosphorus.

When financial loss made earning necessary the training she had given herself as a volunteer led to her appointment as one of H.M. women inspectors of factories. Here her previous experience and outside knowledge made her of distinguished service, and she went as Government adviser to the first International Labour Conference at Washington and worked with Mary Macarthur and Margaret Bondfield on all the projects affecting women and children's employment. When the women's branch of the Factory Department was reorganized, Constance Smith became Deputy Chief Inspector of Factories, and her ability here was acknowledged by the fact that her services were continued for a year after the age limit which is usually imposed.

In spite of failing health she continued to work for the League of Nations Union, the Industrial Law Bureau, and the Young Women's Christian Association, in every direction which enabled her to further the interests of industrial women. It is certain that the intensity of her labours hastened the end. The admirable work at conferences at Stockholm, Budapest, and Geneva was achieved in spite of increasing physical disability, but her judgment was so clear and her mind so fresh that we went to her for decisions when it seemed a miracle that the mind's flame could burn so bright in a body so frail. Perhaps because of wide knowledge and cultivation Constance Smith's outlook was completely liberal. It adapted itself to the changes continually evolving which make stereotyped pronouncements impossible. It was this breadth of view which gave ever-increasing value to her work. To her intimates Constance Smith was a delightful companion, a perfect comrade and friend, but far more than that she was a great public servant.

SIR WILLIAM M'CORMICK

"H. F. H." writes:—

I have been hoping that someone would put on record a more complete outline of the late Sir William M'Cormick's life, for it was far richer and more full of influence in many directions than the published notices suggest. His interests and his sympathies were so wide, his hatred of self-advertisement so real, that his work and his worth received far less publicity than the efforts of much smaller men. His university training had the width and the basic foundations in philosophy which the Scottish universities had not lost 50 years ago, yet his first teaching post was a lectureship in mathematics at Glasgow, though his first and his last love was English literature, and naturally, being the humorous, large-hearted,

Letters to the Editor

THE CADET CORPS

FORTY YEARS' WORK

TO THE EDITOR OF THE TIMES

Sir,—I have hesitated to meddle with the subject of secondary school Cadet Corps: but remembering my experience with the War Office somewhere about the year 1915, I feel that there may be something to be said about it which has not yet been said, even by the National Defence Committee of the Headmasters' Association, or by yourself.

At the time to which I refer there was a desperate need of officers, and the War Office turned naturally to the O.T.C.s for all that they could do. The schools which possessed O.T.C.s were then, as they are still, a small proportion of the secondary schools of the country: but the War Office knew no others. It was my business, as one of the honorary secretaries of the Headmasters' Association, to collect all the facts about the Cadet Corps then working in secondary schools and to bombard, one eminent soldier after another with them in the endeavour to show that the potential supply of well educated and competent young officers was much greater than that which was represented by the small body of schools allowed to have O.T.C.s. I say "one after another"; for alas! there was a war on; and no sooner had I patiently explained the educational system of this country to one eminent soldier than he was transferred elsewhere and I had to begin all over again; and in the end I retired, defeated—and this is the point I should like to put to Mr. Shaw—defeated by the then prevalent conviction that to go any farther in according the position of O.T.C.s to those who were struggling to provide military training through Cadet Corps would be to indulge in a dangerous dilution of the "officer class."

I say nothing about the educational side of the question; with that Mr. Shaw is not primarily concerned; but is he of the opinion which defeated me in 1915? It seems incredible. I am &c.,

R. F. CHOLMELEY.

7, Gray's Inn-square, W.C.1, March 30.

TO THE EDITOR OF THE TIMES

Sir,—It seems strange that cadet corps for working lads should be called upon to justify their existence after over 40 years' successful work.

May I quote the testimony of one of the best known social workers and philanthropists of a generation ago, the late Miss Octavia Hill? Miss Hill was one of the founders, in 1889, of the 1st Cadet Battalion, "The Queen's"; this being one of her numerous social works. I had the pleasure of working in close collaboration with her until her death, and know well her deep interest in cadets. In her annual letter to her fellow-workers, in 1910, she wrote as follows:—

"There is no organization which I have found influence boys so powerfully for good as that of our cadets. . . . They learn the duty and dignity of obedience; they get a sense of corporate life and of civic duty; they learn to honour the power of endurance and effort; they get exercise which develops their bodies and improves their health, and they come in contact with manly and devoted officers. The summer camp, too, is a great gain. These ideals are in marked contrast with the listless self-indulgence, the pert self-assertion, the selfishness and want of reverence, which are so characteristic of the life in a low district, and if such ideals can be brought before the young lad before he gets in with a gang of loafers, it may make all the difference to his life."

May I add that my own experience of 40 years fully confirms her opinion?

LANCELOT W. BENNETT, late Cadet Lt.-Col. 1st C. Battn., The London Regt., "The Queen's."

31, Union-street, Southwark, S.E.1.

FOR THE BENEFIT OF OXFORD

THE RADCLIFFE LIBRARIAN

TO THE EDITOR OF THE TIMES

Sir,—Every loyal member of the University of Oxford should be grateful to Lord Birkenhead for having in *The Times* of March 28 so clearly defined some of the objects of the Radcliffe Trust in and for Oxford, and will approve his suggestion that the policy of the present body of Radcliffe Trustees should be carefully scrutinized and tested by the wording and spirit of the will under which they take their powers.

For instance it would be interesting to learn why the policy with regard to the Radcliffe Librarian has been changed. Ever since 1755 and until 1924 the honourable post of Radcliffe Librarian at Oxford was filled by a person of scientific distinction, to the very great advantage of students of the natural sciences and medicine. The seven holders of the office, Wise, Kennicott, Hornsby, Williams, Kidd, Acland, and Jackson, have each in their several ways merited the esteem of their colleagues, and none more than the two last. Since the death of Dr. Hatchett Jackson in 1924 the office has remained vacant, and its very title has been dropped from the University Calendar. Yet in the copy of the will, which I have before me, Dr. Radcliffe, out of the fullness of his love of Oxford, bequeathed a salary "for ever" for his Librarian, saying that

the Library-keeper I would have to be a Master of Arts, and to be chosen by the fore-nam'd most Honourable Persons, who are from time to time to chuse the Physicians.

The "fore-nam'd most Honourable Persons" were the Archbishop of Canterbury, Lord Chancellor, the Chancellor of the University of Oxon, the Bishop of London, the Bishop of Winchester, the two principal Secretaries of State, the Lord Chief Justices of King's Bench and Common Pleas, and Master of the Rolls, all for the time being. The Trustees have removed this valuable piece of patronage from that august body, and, so far as I have been able to ascertain, without asking their sanction. By this procedure one of the most valuable officers in the University has been abolished, one to whom generations of the best Oxford students have been able to turn for expert guidance, and no competent successor has been appointed.

Yours faithfully,

R. T. GUNTHER.

UNEMPLOYMENT FIGURES

TO THE EDITOR OF THE TIMES

Sir,—Speaking at Derby on Friday last, Mr. J. H. Thomas is reported to have said that the latest figures for unemployment included many thousands transferred from the Poor Law to Unemployment Relief. Perhaps Mr. Thomas will be good enough to explain the meaning of this statement, having regard to the fact that the quarterly statements issued by the Ministry of Health giving particulars as to persons in receipt of poor relief, indicate that all but a very small proportion of the persons in receipt of relief in respect of unemployment are already on the live register, owing to the fact that nearly all the boards of guardians now make it a condition that persons seeking poor relief in respect of unemployment shall register at the Employment Exchanges.

I pointed this fact out at least a dozen times in the last Parliament, and I think it has been stated by the Minister of Labour in the present Parliament; but nevertheless, Socialist M.P.s continue to make misleading statements on the matter.

Yours faithfully,

HERBERT G. WILLIAMS.

351, Abbey House, Victoria-street, S.W.1, March 31.

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CARLYLE AND HIS BIOGRAPHERS

RELATIONS WITH FROUDE

TO THE EDITOR OF THE TIMES

Sir,—Will you allow me space to correct the worst of the errors in Lord Cushendun's article which appeared in your issue of the 6th instant?

In that article we have Lord Cushendun uttering loud and rancorous complaints of every one who has dared to say a word of criticism on the faults and failings of Mr. Froude; indulging in a tirade of swearing-at-large, hardly ever condescending to mention any particular offence, except (the ungallant creature) in the case of a lady, Carlyle's niece, long since dead and unable to reply in her own defence! Her name was Mary Carlyle Aitken; she was his best helper in work, nursed and tended him in the noblest way ("like a ministering angel," as he often said) for 13 years, and soon became indispensable to him. Lord Cushendun harshly and brutally attacks her, simply because she published her uncle's injunction against printing that part of the "Reminiscences" called "Jane Welsh Carlyle." His lordship falsely asserts that she thus began the controversy about the "Reminiscences"; but as a matter of fact it had begun weeks before, and the whole country was ringing with it. Carlyle's injunction is clear, and emphatic, and was written just when he finished the Note-book which contains the objectionable article, so that he had the best recollection of its substance and knew the great harm which would be done by publishing it without the Letters of J. Welsh Carlyle, for which it was intended as an introduction, and with only a pretence of proper editing. Froude often urges "oral communications"; but these are a mere pretence, for they took place in Carlyle's brougham when they were out driving: Froude was not quick of hearing, Carlyle spoke low, and the noise of the many wheels prevented distinct hearing. Carlyle's niece was quite right to publish the injunction; and instead of blame she deserves the highest praise, which, indeed, she received at the time from Carlyle's friends, candid people, and the great majority of the newspapers.

As to the money from the "Reminiscences," it had been arranged during his lifetime that it should be given to Carlyle's niece, Mr. Froude entirely agreeing and approving. A month before Carlyle's death Froude wrote to her: "The book was written by your uncle, not by me, and there would be no propriety in my receiving the money for it." But once in his hands it had a great tendency to abide! At one time the Longmans had £650 to pay; Froude proposed to pay her £300—"the odd £50 he kept for another purpose"—namely, giving *in his own name* to a fund for buying 24, Cheyne-row for her. Mr. Froude's "liberality" astonished his friends. The niece rightly demurred to this as being inconsistent with her uncle's intention and Froude's agreement with her. Froude wrote on February 21, 1881:—

"I had settled in my own mind that you ought to have half of the English copyright of *both* books, the 'Reminiscences' and the 'Life and Letters' to follow. *Of course*, you shall have every farthing that comes from the 'Reminiscences' whether from England, America or the Continent, and I hope it will be as good a bargain as the other would have been."

Two days after that Froude wrote to the niece as follows:—

"I am bound to tell you that Ashley [Froude's son], who was present, it seems, at one of the conversations about the copyright, entirely confirms *your* account of it. I am utterly ashamed of myself . . . I had been thinking a good deal about the American part of the business, which had confused my memory of what had passed and led me to believe that I was free to arrange the details over again."

There was no such wrangling about money, as Lord Cushendun asserts. The money from the "Reminiscences" legally belonged to the niece by the agreement Froude made with Carlyle, or else to Carlyle's estate. Mr. Froude was only an ordinary executor of Carlyle's will and his duty was to distribute the estate among the legatees according to the terms of the will, not to grasp any of it himself. For his editorial work and for the use of the "Jane Welsh Carlyle" article, Mrs. Mary Carlyle gave him £300 and he accepted it, whilst she never accepted a single penny as a gift from Froude. If there was any wrangling as to money it was entirely due to Froude's not keeping his promises but forgetting them or changing them day by day. In the end Mrs. A. Carlyle received the profits of the "Reminiscences" (less £300 she allowed to Froude) as a gift from her uncle—not a single penny of money at any time from Mr. Froude.

Lord Cushendun is wrong (where is he ever right?) in asserting that Mrs. Carlyle refused Froude access to the originals for his second edition of the Life. Froude proposed sending to our house "a competent person, nominated by him," to consult the originals, adding "he does not propose to do this himself." Mrs. Carlyle replied to this on February 21, 1890: "I will assure him that I shall be most willing to have all relevant MSS. of Mr. Carlyle in my possession examined by two competent men of letters (with an umpire, if necessary), one to be named by Mr. Froude, the other by Mr. Norton. I think that the remuneration of these nominees ought to be liberal, so as to ensure a thorough examination and a decision as to Mr. Froude's accuracy or otherwise which may be regarded as final. . . . Mr. Froude will no doubt consider it fair that he should provide for the expense of this examination, unless indeed the result of it should prove that Mr. Froude's extracts in his Life of Carlyle are substantially correct, in which case I will myself bear the whole expense of the examination." Mr. Froude shied at this proposal and asked her for a "list of errata" on March 20. Mrs. Carlyle replied on April 10: "Mrs. Carlyle has no list of errata, and though she is willing to lighten the work of the two nominees by preparing one she is not disposed to undertake the burden of re-editing Mr. Froude's four volumes, especially as she gathers from his letter that he proposes to treat the necessary corrections practically as alternative readings suggested by Mrs. Carlyle. She thinks it better, therefore, to adhere to the offer proposed in her letter of February 21, 1890, which has Professor Norton's concurrence." The plan of a thorough investigation unfortunately fell through, really because Mr. Froude shrank from the ordeal, for he privately knew too well how he had misquoted and misrepresented Carlyle and how the verdict of the investigators must assuredly go against him.

Finally (for I am prohibited from making this letter too long), Lord Cushendun really knows nothing of Carlyle nor of the subject on which he writes, or he would not have included me "amongst those who knew neither Carlyle nor Mrs. Carlyle"! I lived with Carlyle in his own house for years and knew him as intimately as my own father. I was with him by day and often by night, drove with him in his brougham, sometimes alone, sometimes with him and Froude or other company, and was present nearly always when there were callers. He was kind to me as my own father at all times. His name for me was "the Trusty Alick," and my wife and I generally called him "*Bester*"; he was truly the *best* man and the kindest I have ever known.

I am yours, &c.,

A. CARLYLE.

30, Newbattle-terrace, Edinburgh, March 22.

TRAINING FOR INDUSTRY

TO THE EDITOR OF THE TIMES

Sir,—The letter which you published on Thursday, giving details of the scheme which is being established at University College, Hull, for the training of students for the higher posts in industry and commerce, strikes a note of encouragement for those who, believing that such training may be of the utmost value, have been seeking to incorporate it as an integral part of our educational schemes. It may interest readers of *The Times* to know that courses similar in many ways to that to be started in Hull in October were arranged in this college some five years ago.

Stated briefly, the aim here has been to give students who were to be engaged later in the administration or merchanting side of industry a dual training. A thorough training in the technics of the commodity with which they are to deal is given in the Textile, Chemistry, Dyeing, or Engineering Departments, while language, economic, legal, accounting, and cognate training is provided by the Department of Commerce and Banking. The courses may be taken by students as full-time day, or part-time day or evening courses. Students who take part-time day courses are granted leave of absence by their employers for two or three half-days each week; an admirable combination of theory and practice is the result. All the courses have been most successful, and this has been in no small part due to the cooperation and sympathy of employers in this city and district.

Yours faithfully,

H. RICHARDSON, Principal.

Technical College, Bradford, March 28.

MR. BRANGWYN'S PANELS

THE COMMISSION'S ADVICE

TO THE EDITOR OF THE TIMES

Sir,—The advice of the Royal Fine Arts Commission to the House of Lords against acceptance of Mr. Brangwyn's paintings appears to be based on the ground of their not being of a piece in style with the Revival-Gothic architecture of the building or with the Victorian fine masculine work of Maclise. That they would not and could not possibly be so of a piece with these must, one imagines, have been plain from the start of their commission; for Mr. Brangwyn is an artist of vital originality, whose work has been before the world these 30 years and more, with little derivative or imitative about it. He has seen with his own eyes, conceived with his own touch.

Offer up a sample of his art, therefore, amongst other work of quite different origin and sentiment, work singularly interesting and excellent in its order, and the first effect of such a conjunction may well be a shock. The experience of the past teaches us that it is pretty sure to be thus. But by-and-by the shock passes. In art, as in the natural world, these varying productions settle down to live harmoniously together, the room or building in which they coexist vibrant with life, and their very variety bringing us enhanced interest and æsthetic enjoyment.

Briefly to sum up. Let us be sure that it is only an over-rigid connoisseur, or a commercial vendor of decorative schemes, who is dead set on uniformity of style. The sooner we can purge out of our system a doctrine so sterile the better will it be for our appreciation and patronage of living art.

I am, sir, your obedient servant,

SELWYN IMAGE.

78, Parkhurst-road, Holloway, N.7.

ECONOMIC HOUSING

TO THE EDITOR OF THE TIMES

Sir,—With reference to the letter of Sir Selwyn Fremantle in *The Times* of the 18th instant, I ought to state that the purchasers of the houses we erected at Warrington paid £270 only, although the selling price was £370. The subsidy provided was £100 in each case under the 1923 Chamberlain Act, described as "The Charter of Private Enterprise." The balance of the purchase money, £270, was advanced to the occupying owners by the Warrington Corporation under the Small Dwellings Acquisition Act, 1899. The 8s. 4d. a week represented instalments of principal and interest required to pay off the advance over a period of 20 years. When the subsidy was reduced the purchaser in a limited number of cases had to find a little more money, and the Warrington Corporation then advanced the amount for a 30 years period, thus enabling the 8s. 4d. a week to be maintained. It is true, as the Bishop of Southwark said in the House of Lords, that the owner-occupier has to pay rates in addition, but these do not bring the price up to an uneconomic figure. The weekly payment for the houses at Warrington to discharge principal and interest is 8s. 4d. Adding to this 2s. 5d. a week for all rates (including water, which is not a rate) makes the total weekly payment 10s. 9d. This is far less than the average weekly payment for rent alone for municipal houses. For the 10s. 9d. the occupier is also the owner. Altogether we have built at Warrington 1,000 houses, and, receiving £100 subsidy in each case, the figures are as under:—

One thousand houses at £370 ..	£370,000
Less subsidy	100,000
Actual cost	£270,000

thus saving the public considerably over a quarter of a million of money on this small scheme alone, and every house was purchased by the occupier, not one penny of rent being lost.

The last houses built were at Knutsford. They were much better houses, although our selling price was £370 only. Of this we received £70 as subsidy under the 1924 Chamberlain Act, and the balance of £300 was paid to us by a building society. As the Chamberlain Act is now withdrawn, a purchaser would have to pay this £70, and thus his weekly contributions of principal and interest would be slightly increased by 1s. 6d.

As stated in my former letter to *The Times*, there are hundreds of thousands of pounds owing up and down the country for rent and rates of corporation houses. This fact alone is deterring many authorities from further building, and our scheme should be welcomed, especially having regard to the enormous saving it would be to the nation. The proper course, I suggest, is for the Government to restore the £100 subsidy granted under the 1923 Act in place of the existing £12 a year for 40 years. By so doing they would enable our scheme to operate everywhere and every house we built would save the public £380. Quite apart from the existing deficiency, over 80,000 houses are required annually, and on this annual figure the saving would be £960,000 per annum. If we built the 80,000 houses, the cost to the public would be £8,000,000, but if they were built under the existing conditions the cost would be £38,400,000—a saving under our scheme of £30,400,000. The present housing debt is about £1,000,000,000.

There are hundreds of thousands of thrifty working men who can well afford to purchase houses such as we have built at an economic figure, and are anxious and willing and waiting to do so. The houses at Warrington and Knutsford were all built by private enterprise.

Your obedient servant,

ELDRED OLIVER.

Bradford, March 25.

SHOP ASSISTANTS' HOURS

TO THE EDITOR OF THE TIMES

Sir,—The course taken by the Government to refer the important matter of shop assistants' hours to a Court of Inquiry reminds us of the long and tedious process in securing shop reforms during the Early Closing Association's 88 years' existence. During this period no fewer than 27 Bills have been before both Houses and only the following have reached maturity:—1899, Seats for Shop Assistants Act; 1904, Shops Hours Act by Local Orders; 1912, Shops Act for Compulsory Half-Holiday; 1916, compulsory closing at 8 p.m. (lapsed 1920); 1920, Shops Early Closing Act (now repealed); 1928, Permanent Shops Act.

It is significant that the propaganda campaign of this association in educational work formed the principle and a more important factor in the improved conditions of shop life which preceded all reforms sanctioned by Parliament. In other words, Parliament has never led the way to legislate for shop reform, but has given these Acts only after many years of agitation by this association and after no less than four Parliamentary Select Committees—namely, 1892, 1901, 1906, and 1927. A Commons resolution that "excessive and unnecessarily long hours of labour are injurious to the health of the shopkeeping community" was passed on March 21, 1892, during the Home Secretaryship of Mr. Asquith.

It took from 1842 to 1860 to secure the Saturday half-holiday by voluntary arrangements, the climax being reached when the then Duchess of Sutherland and a Committee of 300 titled ladies—whose names appeared in *The Times* of July 9, 1860—was formed with success. It then took from 1860 onwards to secure the Shops Act, 1912—during the Home Secretaryship of Mr. Winston Churchill, the association's president—which legalized a weekly half-holiday for every shop assistant throughout the country.

The debate in the House on Friday last shows that several members did not possess a full knowledge of the past and present conditions of shop life, nor grasped fully the complex question of early closing with shop labour and its manifold ramifications and difficulties in regard to various trades and various towns. Our reports and documents since the association's inception in 1842 are open for perusal to anyone interested.

Faithfully yours,

ALBERT LARKING, Secretary.

Early Closing Association, 34-40, Ludgate-hill, E.C.4.

Points from Letters

BRITISH ART ABROAD

In your leading article of March 20 on the Italian pictures, you refer to the desirability of making such alteration in the law as would permit the sending of pictures by British masters to public exhibitions abroad. May I urge that the proposed alteration to the law should be such as would permit the sending of pictures by all artists irrespective of their nationality? If foreign countries had restricted their generosity to the sending of works by their own masters, the exhibition which has just closed would have been the poorer by the omission of such important works as the six panels by Simone Martini sent from the Louvre, Berlin, and Antwerp, the Baldovinetti Madonna and Pisanello's Portrait of a Princess from the Louvre, the Profile Portrait by Domenico Veneziano from Berlin, Antonello da Messina's Crucifixion from Antwerp, and the two Piero di Cosimo portraits from The Hague. Surely the change in the law which is contemplated should be made in the same spirit of large-hearted generosity, and the authorities should be given unfettered discretion to make loans for limited periods to exhibitions held in foreign countries.—Mr. EDWARD MCCURDY, The Athenæum, S.W.1.

PARCELS FOR KENYA

I have been making inquiries lately to ascertain whether the facilities granted in respect of parcels sent to other Colonies might not be extended to Kenya, so that the sender in this country could pay at the time of dispatch the Customs duty payable in Kenya. I am informed by the Postmaster-General that he does not feel justified in extending this arrangement to Kenya unless it can be shown that a considerable demand exists. As there must be many persons in England to whom the arrangement would be most welcome, might I ask them to press for the convenience either through their member of Parliament or direct to the Postmaster-General, or in some other mode that may be available to them?—Mr. F. A. BAINBRIDGE, The Manor House, Coltishall, Norwich.

GROWING OLD GRACEFULLY

Probably few of your readers are familiar with these charming lines; I know not who wrote them:—

AS THE YEARS GO BY

Let me grow lovely, growing old;
For many fine things too,
Laces and ivory and gold,
And silks need not be new.
There is great beauty in old trees,
Old streets and ruins old.
Why should not I, as well as these,
Grow lovely, growing old!

—SIR DAVID HUNTER BLAIR, Belmont Abbey, Hereford.

COMFORTABLE BOOKS

When, as foreshadowed in your recent leading article, authors, publishers, and booksellers close their ranks and become a power, they must encourage reading for pleasure by discovering the secret of the comfortable book. The public of the best seller consists mainly of people who willy-nilly must read it, as scholars must read their books, and the trade already gets everything possible out of them and out of the collectors and bibliophiles, whose library is the only room in which many "fine" editions, like the Kelmscott Chaucer, could be called comfortable. The note on the legibility of printed matter, one point out of many, prepared for the information of the committee on type faces shows how complicated the matter is. The build of a recent book made me purr continuously as I read it and the problem is to find out what will make most readers purr.—Mr. RADCLIFFE CARTER, 64, Torrington-square, Bloomsbury.

WOODCOCK IN LONDON

Apropos Mr. Orlando Bridgeman's query, it may be worth mention that three years ago a woodcock rose in front of me on a bare patch of Hampstead Heath quite close to the flats at the end of Well-walk. When I called the attention of a passing group of men to this interesting bird visitor, they replied, "Well, what about it, guv'nor?"—CAPTAIN E. N. BENNETT, M.P., House of Commons, S.W.

FORGIVENESS WEEK

A custom among us away out in the African bush, which has no equivalent in this part of the world (save the possibly near approach of "Self-Denial" week), is "Forgiveness Week." Fixed in the dry season—i.e., the English summer—when the weather itself is smiling, this is a week when every man and woman pledges himself or herself to forgive his neighbour any wrong, real or fancied, that may then be a cause of misunderstanding, coldness, or quarrel between the parties. The spirit of forgiveness, surely an essential part of charity itself, is entered into by the native Christians in sincerity and truth. It is, of course, a part of our religion that a man should forgive his brother. But among recent converts, and even older brethren, in the heat and burden of work this great tenet is, perhaps naturally, apt to be forgotten or overlooked. "Forgiveness Week" brings it forcibly to mind. The week itself terminates with a festival of happiness and rejoicing. Is it too much to suggest that in this supposedly more civilized portion of the world a similar week might be instituted? It is, after all, upon the spirit of good will that we depend if everything is to go on.—Mr. HARRINGTON SMYTH, 10, Vicarage-gardens, Kensington, W.8.

ARRIVAL OF THE WHEATEAR

On Saturday afternoon I saw a company of a dozen wheatears on the downs close to the town here. They were proceeding by short flights steadily inland, and had apparently just arrived from overseas. The day was bright, with a fresh south-westerly breeze.—Mr. A. L. RAYWARD, 15, Vicarage-drive, Eastbourne.

TREES ALONG NEW ROADS

Mr. E. Guy Dawber suggests that trees planted on arterial roads should be so arranged as to "break the monotonous line by placing an occasional one a yard or two backward or forward, or cluster two or three together, there being ample room for this irregularity." What merit lies in "irregularity"? In the words of Sir Charles Barry, "actually to plan irregularity because it was picturesque was unworthy of the dignity of art." The *dictum* of Sir Christopher Wren, "the enemies of beauty are departures from uniformity" is perhaps an overstatement. But I venture to suggest that intentional irregularity, which relies for effect on disorder, is petty, barbaric, and disagreeable to a civilized community. Surely it were better to plant more formal avenues and to plant them wider, longer and straighter. In this way can the instances of dignity and grandeur in the planning of England be multiplied.—Mr. BASIL MARSDEN-SMEDLEY, 34, Tedworth-square, S.W.3.

DESTRUCTION OF WILD FLOWERS

The Rev. A. A. Phillips says that he picks primroses from his own garden. But this statement has no bearing on the main issue, since most of the flowers picked do not come from gardens, but from the woods and hedgebanks of the countryside. At present country people and those townspeople who visit the countryside are able to enjoy the beauty of flowers growing wild. But if the countryside loses its flowers through constant picking, then that beauty will be lost and nobody at all will benefit. Let the policy of "killing the goose that lays the golden eggs" be abandoned.—Mr. J. H. CHIDLAN, Regent Hotel, Royal Leamington Spa.

TAX ON POSTERS

As the Chancellor of the Exchequer will be obliged to impose further taxation in order to balance his Budget, I suggest that he considers the advisability of levying a tax on all posters and electric sky signs that are now exhibited throughout Great Britain. I feel sure a considerable amount of revenue would result from such a tax and it would have the advantage of not laying a further burden on the shoulders of the ordinary citizen to carry.—Mr. G. F. JERDEIN, 23, Warwick-square, S.W.1.

YOUNG GEOGRAPHERS

May I thank you—as I am sure many interested in the teaching of geography must wish to do—for your leading article in your issue of March 28? I do so the more feelingly as I recollect replies given me in a class on that subject some years ago. The information was of so unusual a character that I feel sure your readers would value it. Each answer was furnished by one of three brothers—12, 13, and 14 years of age respectively. (1) "A *promontory* is a tall piece of land, which rises in a river and flows down into the sea." (2) "The *Equator* is a round straight line dividing the earth into two parts called poles." (3) "The *Equator* is an imaginary line separating this world from the next."—The REV. WALTER WESTON, 57, Iverna Court, W.8.

KANCHENJUNGA

I have read with interest Sir Sidney Burrard's letter on Kanchenjunga, which you published on March 21. He is correct when he says that "the Indian Pundits have a tradition and belief that the name Kanchenjunga is of Sanskrit origin." It is a matter of common knowledge in Bengal that Kanchenjunga is made up of two Sanskrit words "Kanchen"—gold—and "jangha"—thigh—the entire word meaning thus "the mountain with the golden thigh."—Mr. H. GHOSHAL, 32, Liberty-street, S.W.9.

BRITISH

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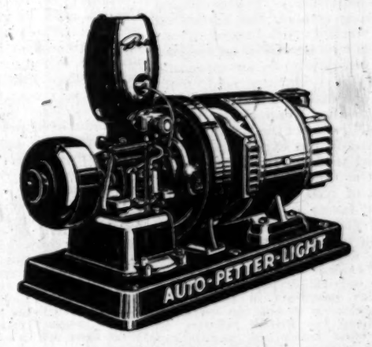

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LEICESTER VILLAGE FIRE

RESUMED INQUEST

WITNESS ARRESTED BY CORONER'S ORDER

Mr. E. Fowler, the Leicester City Coroner, yesterday resumed the inquest on Mrs. Edith Lucy Mills, the wife of Mr. John George Mills, whose body was found in a smoke-filled room at their house at Thurmaston, near Leicester, on March 20. It had been stated at the two previous hearings that a fire broke out in the downstairs part of the house, which had been converted into a hardware shop, and that Mr. Mills, after giving the alarm, had run back to the house. Finding the stairs to the bed rooms impassable, he climbed on to the roof of an outhouse and saved his two young children, who were passed out to him by his wife. Mrs. Mills, who had recently undergone a serious operation, was overcome and died from suffocation, and her husband himself collapsed.

Mr. Fowler, at the previous hearing, alleged that Mr. Mills was in financial difficulties, that he had insured his house and stock for £400 each, and was also insured with five newspapers. The Coroner also said:—"If a person deliberately sets fire to a house and one of the occupants dies as a result, the person who started the fire becomes guilty of murder."

Chief Inspector Helby and Detective-Sergeant Beard, of Scotland Yard, were called in by the Leicestershire police. They attended the inquest yesterday, at which Mr. Mills was again represented by his solicitor, Mr. H. G. Bennett. Mr. O. J. B. Coley Chief Constable of Leicester, was present.

The CORONER said that he wished the jury to eliminate from their minds anything they might have seen in the newspapers in connexion with the case, and deal with it absolutely on the facts before them. He noticed a newspaper poster last Friday which said, "Thurmaston Fire Mystery Cleared." "It is quite untrue," he added. "This mystery was not cleared then and it is not clear now. It will not be cleared up to-day. I only wish it were clear."

George Edward Corby, shoe hand, living at Syston, said he had been to Leicester on the night of the fire and left there between 11.30 and 11.40. He passed Mills's shop just after midnight.

The CORONER.—Was there any light there?—No.

You are sure there was no light, no flame, and no smoke?—Yes.

Did you see any one about?—No.

WITNESS'S CORRECTED STATEMENT

Chief Inspector Helby said that on the evening of March 27, with Detective-Sergeant Beard, of New Scotland Yard, he saw John William Ward by appointment at the Leicester police station. He told him that he had heard Ward's evidence before the Coroner on Wednesday and as a result of the inquiries he had made he was of opinion that it would have been impossible for Ward to have seen Mr. Mills in a stooping position from where he stood in the gutter 17ft. from the shop window. Ward replied, "If I tell you the truth will you tear my other evidence up?" He said to him that all he wanted was the truth, and Ward replied, "All right, I will tell the truth about it." He handed him some paper, saying "Here is some paper, tell the truth about it." Ward then wrote his statement, which he signed in the Inspector's presence.

The CORONER said that it was dated March 27, and he read it as follows:—

I now wish to correct my statement which I had previously made to the police. On Wednesday, March 19, I left my young lady, Miss Chapman, at her house in Justice-street, about ten or five minutes to 11 at night to cycle home to Syston. I rode through Thurmaston about five or ten minutes past 11. About 200 yards from Mr. Mills's shop I smelt something burning. As I passed Mr. Mills's shop I applied my back brake and slowed down. I looked towards the shop, but I did not notice anything wrong. I did not get off my bicycle, but rode on to Syston, arriving home about 11.30.

What I said at the inquest must have been pure imagination on my part. I would now like to say that I did not see Mr. Mills or anyone else in Mr. Mills's shop on the night of March 19, and I certainly did not see a fire on the premises when I rode by. I have not been well recently, and I can only say the reason I made my previous statement, which I regret to say was untrue, was owing to the fact of feeling unwell. I have not attended a doctor. I am very sorry that I have caused all this trouble among the police and Mr. Mills, and this is absolutely true. I have made this statement at my own will, hoping that it will cause no ill-feeling among Mr. Mills and the police. No threat or promise has been made to me by anyone to make this additional statement.

The CORONER pointed out that Ward had signed the statement and that it was witnessed by Chief Inspector Helby, Detective-sergeant Beard, Superintendent Taylor, and Superintendent Hall.

John William Lewin Ward then stepped into the box, and the CORONER said to him:—"You are not bound to give evidence. If you give evidence anything you say will be taken down and may be used as evidence against you. Do you wish to give evidence?" Ward paused a moment, and then said, "Yes, sir."

The CORONER, to Ward.—Is this statement you made to Chief Inspector Helby true?—Yes.

The evidence you gave on oath on Wednesday last is not true?—Yes.

Is there anything more you wish to say?—No, sir.

ARREST IN COURT

The CORONER, addressing the jury.—Having regard to the statement just made on oath I direct you to ignore the whole of the evidence Ward has given, and to wipe it out of your minds just as if he had given no evidence at all. On his own admission he has committed serious perjury. I order the Chief Constable of Leicester, Mr. Cole, to take proceedings at once against Ward, and to have him arrested for perjury.

Ward was then taken into the custody of the police, who conveyed him to the Leicester police station next door.

The CORONER said that Ward's evidence, which he had now admitted to be untrue, disposed of one point in the case. There were 35 or 36 witnesses who could be called if necessary, but he hoped to be able to reduce that number considerably. On the question of the attempted rescue, having regard to the statement of the Chief of the Fire Brigade, it seemed quite possible that the condition of the fire before the brigade arrived was much worse than when they arrived, and in all probability there was great difficulty in getting up the staircase. A lot of the smoke would have been released when the windows were smashed. "There are, however," he continued, "certain very suspicious circumstances, and no evidence has yet been given as to the origin of the fire. We must have that evidence before we can conclude this inquest. There are certain suspicious circumstances which must be cleared up, if they can be cleared up."

Police-constable Higgs, of Thurmaston, said that he was called at 1.15 a.m. by Mills, who said that his shop was on fire and asked him to call the fire brigade. He went to the scene of the fire. Flames were coming from the shop window and there was a lot of thick, black smoke coming out of the top of the door and out of the window. The smell was very bad, almost like boiling tar. He went round to the back and saw Mills on the coalhouse roof. The back bedroom window was wide open from the bottom and thick, black smoke was coming out. He spoke to Mills and asked him what he was doing up there. He said, "The missus is in this room." The witness then went to the back door, which was closed, and opened it. The living room was full of smoke and flames. He said to a man, "Bash in the windows," and the living room windows were then broken. He found it was impossible to get up the staircase and asked a man to get a ladder. Just at that time the fire brigade arrived. One of the firemen went upstairs and found Mrs. Mills. He carried her out into the yard and then to a neighbour's house. With a fireman the witness tried artificial respiration and a doctor was sent for. Mills came into the room and said that as the doctor, who had to come from Syston, seemed to be a long time he would have her taken to the infirmary. She was taken there in a motor-car at 1.40 a.m. When he received the alarm Mills had a cap, muffler, and coat on. He noticed when he went to the shop that Mills's boots were laced up.

Mr. Ramsey (representing the Chief Constable of Leicester).—When Mr. Mills came to the telephone, did he say anything about his wife and children being in the house?—No, he was very agitated.

Police-constable Higgs said that the fumes of the fire were just like a factory chimney, and he did not agree with Mr. Bennett that he might have been mistaken as to how Mills was dressed when the alarm was given.

The Foreman.—Were you the constable who caught the fruit case?—The witness (warmly).—No, I was not. I was not there at the time. I was not there, or any other constable, when the lodger escaped out of the window.

John Henry Farmer, third officer of the Leicester City Fire Brigade, said that when he arrived at the fire he found no difficulty in getting up the staircase and along the passage to the back bedroom. He found Mrs. Mills lying partly on a box and partly with her head under a clothes basket. She had a long coat over her nightdress, and appeared to be unconscious.

The CORONER.—Do you think that the smoke and fumes were more dense before you arrived?—Oh, yes, certainly. The fire was under control in less than half an hour after our arrival.

Would it have been possible to have entered the bedroom from outside without treading on the woman's body?—Anybody getting in through the window would have dropped on to her legs.

Do you think it was possible for anybody to have reached her by leaning through the window from outside?—Immediately under the window was a tin trunk. Anybody leaning in would have had to lean over that, and then would have only just reached her feet.

The witness explained to Mr. Rumsey that Mills told him that he smelt smoke, went down to the shop, and, opening the door, saw a sheet of flame.

Mr. Rumsey.—Had he thrown water on the flame and not lost his head it is possible it might have been extinguished?—Possible, yes.

Mr. Bennett.—In view of all the circumstances, do you think a normal man could have got in through the window and then have got Mrs. Mills out?—He would have had a big job to do it single-handed.

Do you think it was almost impossible?—I am not going to say it would have been impossible to have got her to the window, but he would have had to have some help to get her out.

The Foreman.—Do you consider it would have been impossible for anyone to have got into the room?—It would have been impossible for anyone to have got in up the stairs just before we arrived.

The CORONER adjourned the inquiry until Friday, when he said, he hoped they would be able to complete it.

FLOOD FROM BURST WATER MAIN

WALLS BROKEN DOWN AT LIVERPOOL

(FROM OUR CORRESPONDENT)

LIVERPOOL, MARCH 31

In Broadgreen, a suburb of Liverpool, to-day, a large water main burst with a noise like that of heavy guns, and water came pouring out of a cavity, 12ft. in diameter, in the road. In a few minutes there was a flood which in some places was more than 4ft. deep. A regular torrent rushed through a builder's yard, moving, as though they were trifles, a stack of timber and scaffolding poles. Even a brick wall could not withstand the water for more than a few minutes and then it, too, gave way, crumbling, to let the torrent invade several gardens and damage fences beyond. Another wall stopped it, this wall guarding railway lines some 20ft. below, but again the onrush of water was so fierce from the main that, though it had by now travelled 100 yards, it sent bricks tumbling down on to the line and made a gap several yards long in the wall.

Water and débris ran along the line as far as Broadgreen Station, which is about 400 yards distant, and had any train been leaving Liverpool at the time there would have been, without doubt, a serious accident. The newspaper express from the North did indeed go past a few minutes after the burst—fortunately on the second line—and even then it had to make its way through a certain amount of débris and water. Information was quickly passed to a signal-box lower down the line, and after that all traffic on the two lines was stopped.

Three houses in Queen's-drive, which abut on the railway cutting and are quite a distance from where the main burst, suffered very badly; here the occupants have their living rooms in the basement, and the houses are built on an incline; so that in all three living rooms the flood water rose higher than the backs of the chairs; the grates were completely hidden, and furniture floated about. In one house a door between the living room and a front room was ripped off its hinges by the force of the stream, and the back door leading to the garden wrenched away, with lintel and supports. There was mud several inches deep on the floor; silver and china swept from the sideboard lay in a broken heap in the garden; and a coffee-pot was stuck in the garden mud 30 yards away—a dismal relic. Similar signs of the flood were seen in the other houses. Pictures had been torn from the walls; furniture was scattered everywhere; and a window framework had been smashed.

Not for three hours after the burst was the greater part of the water cleared away. On the railway gangs of men were called out to the task of removing the fragments of broken wall.

MAN SHOT IN A THEATRE

INQUEST ADJOURNED

An inquest was opened, with a jury, at North Middlesex Hospital yesterday on the body of RICHARD BARTON, 39, of Harold-road, Hornsey, who was found among the audience at Wood Green Empire on Wednesday night with a bullet wound in his head, and who died when he was taken to hospital. The noise of a revolver shot was heard while a war scene was being staged and the actors were singing "There's a long, long trail."

Mrs. May Barton, the widow, said that her husband was a clerk employed by the London County Council. He had been suffering from depression and malaria, and had been sleeping badly.

The CORONER (Dr. G. Cohen).—He had a revolver. Was it in his possession for some time?—He had to have it in the Belgian Congo.

Describing the visit to the theatre, Mrs. Barton said, "I was sitting by my husband. All of a sudden I heard a noise and he fell on my shoulder."

Dr. H. G. Stratten, of North Middlesex Hospital, said that Barton's death was due to a gunshot wound in the skull.

DR. COHEN.—I should like to hear some one from the police to say that there is no suspicion of anything except that this wound was self-inflicted.

Police-constable Miller declared that there was no one present able to give that evidence.

DR. COHEN said that he must adjourn the inquest to get such evidence from some police officer and from an attendant at the theatre.

The inquest was adjourned until Friday.

FIRST AID FOR MOTORISTS

RED CROSS PATROLS ON SURREY ROADS

A motor-cycle Red Cross patrol will begin regular week-end duty on the Kingston by-pass road from the Robin Hood Gate to Esher on April 12, working from a first-aid station consisting of two tents at the Worcester Park-New Malden cross-roads. This service, which will be provided by the Surrey branch of the British Red Cross Society and the two V.A.D. detachments of Surrey, follows the example already set by many other counties.

Several stretches of the Maidstone road are already patrolled by Red Cross men at the week-ends. In the North of England the service has been widely developed by the joint efforts of the Order of St. John and the British Red Cross. In addition to patrols, first-aid boxes and wayside huts equipped with materials and antiseptics have been set up on many main roads. The patrols are supplementary, bringing help actually to the scene of an accident and giving treatment until an ambulance can arrive. All this work is voluntary, and is an addition to the normal duties of the organizations which the growing danger of the roads has evoked. Similar arrangements have been adopted on the Continent, particularly in France and Germany.

BOY CHARGED WITH ATTEMPTED MURDER

GEORGE COLLIER, 15, giving an address at Bottoms-place, Richmond, was charged at the Mortlake Police Court yesterday with attempting to murder Lilian Smith, 15, at Sheen Common, shortly after 7 o'clock on Saturday night by strangling her. Detective-inspector Nurse asked for a remand. Collier, he said, when charged, volunteered a statement in which he said that for some six or eight months he had been thinking about killing the girl because he was afraid she would go wrong. He therefore got her on to the common and wished to kill her. Collier was then remanded.

POLICE BRIBERY CHARGES

SHEFFIELD CASES AT ASSIZES

The hearing was begun at the Leeds Assizes yesterday of the first of a series of cases in which five bookmakers have been indicted on charges of bribing constables in the Sheffield Police Force. Two constables have been indicted on charges of corruptly accepting gifts as an inducement to forbear taking action for offences committed against the Street Betting Act, 1906, and contrary to the Prevention of Corruption Act, 1906. The cases, which were heard before MR. JUSTICE HUMPHREYS, were taken separately.

The first was that of GEORGE HENRY PARKIN, 42, described as a moulder, who was charged with having on various days between May 3 and June 9, 1929, corruptly given sums of money amounting to £4 to Police-constable Burnell Crookes, jointly with Cyril Franklin Maddison, as an inducement to forbear taking certain action against him for offences committed by him against the Street Betting Act, and contrary to the Prevention of Corruption Act.

Mr. C. PALEY SCOTT, prosecuting, said that the charges related to the giving of small sums—about £1 apiece—to a large number of police officers at frequent intervals from as far back as 1924 right up to last summer. During those years in the racing and football seasons Parkin had acted as a bookmaker on one particular street beat day after day.

Mr. SCOTT was proceeding to make a statement regarding Parkin when the JUDGE asked Mr. Willoughby Jardine, K.C., who defended, if he objected to the jury having been placed in possession of that information.

Mr. JARDINE said that he did.

The jury was then discharged when the case had been in progress only a quarter of an hour and a fresh jury was empanelled.

At the reopening of the case Mr. PALEY SCOTT said that the officers who, it was alleged, had been bribed were plain clothes men, and the suggestion was that the accused had a lucrative street betting business and found it more profitable to pay bribes than fines. One of the worst features of the case was that comparatively young police officers had been corrupted because they found that older men had made it a practice to accept gifts. There were agreed secret meeting places between the parties when the money exchanged hands. It was relative to note that only on three occasions had the police taken proceedings against Parkin during the last seven years.

The first witness, Police-constable Herbert Pearce, said that when he first went to the Birdwell-road district Parkin approached him in a publichouse and offered him £1, which he refused. Parkin then said it was quite all right, as the other man before him had taken the money. He then accepted the money and gave Police-constable Allen, who was "working" the district with him, 10s. Parkin gave him to understand that they were not to trouble him more than was necessary. He kept away from the "pitch."

Replying to Mr. JARDINE, Pearce agreed that while he was in plain clothes he drew a regular income from a number of bookmakers, but he denied that they paid because he threatened them. Unless a complaint was made, in which case he was forced to take action, he relaxed vigilance.

Further questioned by Mr. JARDINE, Pearce said that at an interview with certain senior police officers on May 17 Chief Superintendent May asked him if he was going to be on the side of the Chief Constable or the bookmakers. He decided later to tell all he knew. No great pressure was put upon him. He was at present suspended from duty, receiving three-quarters pay, but he was hoping to be reinstated. Police-court action had been taken against three officers. Police-constable Moxon was sent for trial at the Assizes; Police-constables Wood and Harrison, who had been charged, had been discharged by the magistrates.

Thomas Allen, another constable, said that for 17 months in 1923-24 he was on plain-clothes duty. Parkin was pointed out to him by Pearce in the Sportsman's Inn, and he was told to follow Parkin to the back of the house, where Parkin gave him a £1 note, which he (Allen) shared with Pearce.

Police-constable Coggan also gave evidence. He said that at first he refused to accept money from Parkin, who, when arrested on one occasion, said that he thought he should have had a longer spell between arrests for the money he had paid plain-clothes men. As Parkin was being taken to the police station he said he would open the "ball" when he got there. He (Coggan) told him to play "the white man" and not get the officers into trouble. At a later date Parkin agreed to pay him and another officer £2 a month as a regular thing, which he did.

The hearing was adjourned until to-day.

BRITISH RESIDENTS ABROAD

PAYMENT OF INCOME-TAX ON VISITS HOME

Representations have been made to the Chancellor of the Exchequer by the Federation of Chambers of Commerce of the British Empire with a view to the removal of a grievance felt by British residents abroad who, if they maintain a home in this country, are liable to income-tax when they return on leave. Many British subjects whose employment is in India or on the West Coast of Africa find it necessary to keep up an English home for their wives and families either for reasons of health or education, and thus come within the ruling of the Board of Inland Revenue that visitors staying six months or more in Great Britain or maintaining an estate here are assessable for income-tax.

The matter was raised in the House of Commons during the debate on the Finance Bill last May, and Mr. A. M. Samuel, then Financial Secretary to the Treasury, said that a British subject working in India or elsewhere abroad who made occasional visits to this country incurred no income-tax liability by those visits if maintaining no place of residence here and being in this country for less than six months in an income-tax year. Even if he maintained a place of residence here, the liability he incurred was limited to the amount of his foreign income which was received in or brought into this country.

It is considered, however, that an anomaly exists, and that claims have been made by the authorities which go beyond the limitations stated by Mr. Samuel. The revenue involved is not substantial and as it is understood that the Board of Inland Revenue are not unsympathetic, the Federated Chambers hope that some step to meet the grievance will be made soon.

IMPORTED COAT HANGERS

APPLICATION FOR MARKING ORDER

The Standing Committee appointed by the Board of Trade to inquire whether imported coat hangers made of metal, or of metal and other materials, should be required to bear an indication of origin under the Merchandise Marks Act met at the Board of Trade offices yesterday. The applicants for the order were Messrs. J. W. H. Dew, of Bishop's-court, Chancery-lane, who were represented by Mr. Alfred Ellis, solicitor. There was no opposition.

Mr. Ellis said that Messrs. Dew were the only manufacturers in the country of feather-weight folding coat hangers. During the last three years there had been an increase in the imports of these articles from abroad, mainly from Germany. As both British and foreign coat hangers were often sold by the same retailer, purchasers were easily misled as to their origin. "To illustrate this difficulty of distinguishing the two," Mr. Ellis said, "there were exhibited at the British Industries Fair in February, 1928, German coat hangers. Only British-made goods are allowed to be exhibited at these fairs. The authorities were thus deceived as to the origin of these coat hangers."

The inquiry concluded.

SEVERN VALLEY RELIEF FUND

SIR WATKIN WILLIAMS-WYNN, Lord Lieutenant of Montgomeryshire, presided at a meeting at Welshpool yesterday when it was decided to close the relief fund raised for the sufferers in the serious floods at Pool Quay and elsewhere in the Severn Valley in December. A committee was appointed to make final disbursements, and a vote of thanks was passed to the townspeople of Oswestry for raising a fund of £610, which made the total sum available £4,332. This amount, it was stated, did not cover the total loss sustained, but it had gone a long way towards it. MAJOR LOMAX highly commended the uncomplaining spirit of the sufferers.

WATERWAYS OF STRATFORD

DRAINAGE PLANS FOR LEA VALLEY

THE PROPOSED BILL

The Lea Conservancy Board and the West Ham Corporation are to promote a Bill in the present session of Parliament to obtain powers to improve the waterways of the little delta in the Stratford district between the River Lea and the Thames. The Lea Valley has always been subject to flooding after heavy rains, and the exceptional floods in 1928 showed the need for an improvement scheme to be acute.

A report prepared about 10 years ago made it clear that to attempt any flood-prevention works above Ferry-lane in Walthamstow would not be an economical proposition, and it was suggested that measures should be considered to deal with the position between Ferry-lane and the Thames where the Lea discharges its waters, as this stretch of the river is flanked by factories and dwellings. A scheme was drawn up for widening the bed of the stream, cutting a new broad channel, and utilizing so far as possible the existing waterways. This, it was estimated, would cost £1,750,000, and the view taken at the time was that it was too ambitious. The new scheme to be submitted to Parliament is limited almost entirely to the length of the River Lea and its back rivers within the borough of West Ham, and the expenditure required is estimated at £690,000. The plans may be regarded as the first and necessary instalment of the larger work.

It is stated that it would be useless to undertake any improvement of the higher reaches of the river before there was ample assurance that the lower part could take all the water coming down. At a point immediately above Bow tidal locks there is a mill known as Three Mills, and the back rivers, with the exception of the Channelsea river, discharge underneath the mill. Below Three Mills, and as far as the Thames, the existing waterway is ample. It is at Three Mills and above that the river improvements are essential.

DETAILS OF THE BILL

The Bill accordingly provides for improved waterways under the mill and the widening of the principal back river. Waterworks River with its extension, Three Mills Wall River, is to be widened from approximately 30ft. to 100ft. The proposed new dimensions would carry all the upland water which would reach the Stratford area, but account has also to be taken of the tidal waters. Crucial times have arisen in the past when there has been a large volume of fresh flood water discharging at the time of full tide. To meet the difficulty auxiliary rivers are to be brought into the scheme at a level approaching high water, and these may be made to serve as canals upon which barges can pass. Certain of the back rivers will be filled in. New locks and weirs are to be constructed, and a bridge is to be built at Marshgate-lane. While the first purpose of the scheme is to provide better drainage, and the flood prevention works will have an effect on districts as far away as Hertfordshire, benefit should accrue to public health and navigation.

As the West Ham Corporation hope to link with the river changes an important widening between Bow Bridge and Stratford Broadway of the main road to Ilford a much-needed improvement in the amenities of Stratford is also promised. Powers are to be sought for the road project and considerable economy would result if both highway and waterway schemes could be put in hand together.

It is estimated that four years' work for about 400 men employed locally would be provided in carrying through the river changes. Further employment would be found at factories and works manufacturing cement, steel, and machinery. If the Bill receives the Royal assent a start will be made with the work in the autumn, and this would be welcomed by men now unemployed in West Ham.

OTHER AUTHORITIES CONCERNED

Although the scheme as proposed chiefly concerns the West Ham Corporation and the Lee Conservancy Board it is of importance also to authorities such as the London County Council and the county councils of Middlesex, Essex, and Hertfordshire, for the completion of the works would reduce the risk of flooding in the areas controlled by those bodies. The Metropolitan Water Board has interests which would undoubtedly be served by the improvement of the rivers, and the City Corporation has property adjoining the streams. A deputation to the several authorities from the Lee Conservancy Board was favourably received, and it is expected that in view of the value of the scheme substantial contributions towards the cost will be made. The Middlesex County Council has approved the principle of the undertaking and promised a contribution the extent of which will be settled later. Application has been made to the Unemployment Grants Committee for a contribution of 75 per cent. of the interest and sinking fund for half the period of the loan to be negotiated.

The plans for the scheme have been prepared by Mr. W. Lionel Jenkins, borough engineer of West Ham, and Mr. Jenkins at present is acting as engineer in respect of the proposals both for the West Ham Corporation and the Lee Conservancy Board.

ALLEGED CRUELTY TO A DOG

CASE AGAINST DISPENSARY ATTENDANT DISMISSED

Mr. POPE, the Clerkenwell Magistrate, yesterday dismissed the summons against GEORGE PLANTON, an assistant at the People's Dispensary for Sick Animals, charging him with causing cruelty to a dog by treating it in an unskilful manner.

A small Yorkshire terrier was taken to the dispensary in Camden-mews, N., by its owner, Mrs. Trachsel, in December, for treatment for a broken foreleg, which was put in plaster-of-paris. In January the dog was seen by Planton, who, it was alleged, took off the plaster, told Mrs. Trachsel that the dog was all right, and advised her to take it home and massage the leg. She did, but the dog was lame, and later, when she again took it to the dispensary, the leg was put in splints which had jagged edges. The dog became worse, but it recovered when Mrs. Trachsel took it to a veterinary surgeon for treatment.

Mr. Roland Oliver, K.C., for the defence, pointed out that the People's Dispensary for Sick Animals had been established only a few years. "It has had an enormous success," he said. "It must be obvious that it has got into the bad books of the R.S.P.C.A. because the subscriptions that that society think it ought to have have been diverted to the P.D.S.A."

Mr. John Flowers, K.C., who appeared for the R.S.P.C.A., protested against this comment.

Mr. POPE.—The R.S.P.C.A. is not the only branch of public activity interested in the case.

Mr. Oliver.—I can see no other explanation for starting such a prosecution.

Dismissing the case, Mr. POPE said that it had not been brought home to his mind that Planton had been guilty of cruelty.

AEROPLANE COLLISION WITH TELEGRAPH WIRES

Yesterday morning during a storm of wind and rain an aeroplane was observed coming down the Wye Valley near Wye Bridge, Monmouth. The pilot, Mr. Knight, of Filton Aerodrome, Bristol, shouted something, and at that moment people on the bridge saw the aeroplane crash into some telegraph wires. It hung for a moment and then dropped into the River Wye, which fortunately was not bank high, as is usual during March. After falling into the river the aeroplane went on down through one of the Wye Bridge arches. The pilot was standing up. A boatman named E. Morgan rowed to the airman and brought him to safety. Mr. Knight, in a statement, said he had left Hereford that morning in the aeroplane to fly to Filton Aerodrome, Bristol, but was forced by bad weather to come down. He could not see the wires until he crashed into them.

MOTORIST'S TWO COLLISIONS

At the Brentford Police Court yesterday JOSEPH BERTRAM QUICK, 23, described as of Virginia Water, Egham, was fined £10 and ordered to pay costs for being drunk in charge of a motor-car, and was fined £5 for dangerous driving. His licence was also suspended for 12 months. It was stated that on Sunday night Quick was in collision with a motor-cyclist, who was injured and taken to hospital. After restarting Quick came into collision with a motor-car. Quick denied the allegations, and explained that he was upset by the first collision with the cyclist, and had not recovered before he met with the second accident.

COLLISIONS AT SEA

CAUSES OF ACCIDENTS

The report of the United Kingdom Mutual Steam Ship Assurance Association for the year ended February 28 states that the tonnage now entered in the Protecting Club is 5,468,566 tons, and that in the Indemnity Club it is 5,312,476 tons. The total claims paid last year amounted to £376,287, and the number of the claims passed by the Committee was 13,180.

The committee write that although last year was far from a good one for shipowners, it would seem as if the claims to be borne by the association would be below the average of recent times. This, they continue, "speaks well for the care and trouble the members have taken to ensure the efficient upkeep of their vessels and the supervision exercised by captains and officers in the navigation of them and in the loading and stowing of cargoes. Legislation adopted by practically all of the leading maritime countries of the world now precludes shipowners from contracting out of liability for loss of or damage to cargoes resulting from negligence in the care and custody of it so that shipowners, through their protecting and indemnity associations, have been saddled with a considerable portion of the risks attaching to cargo which previously was borne by cargo underwriters."

Under the heading of Collisions, the committee write that "the majority of collisions occur in fog and in practically every case one of the ships is, or both are, to blame. The cause of the blame is nearly always (*a*) excessive speed, and (*b*) failure to stop on hearing the other vessel's whistle, or an alteration in course before that vessel has been sighted. It cannot be too strongly impressed upon masters that in general no alteration in course should be made before the position of the other vessel is definitely ascertained. More attention to these elementary rules would mean that a very large percentage of the collisions would never occur. Care should also be exercised in giving the required helm signals whenever there is danger of collision; vessels are constantly being held liable by the Courts for failure to comply with this rule."

The most frequent causes of accidents involving loss of life and personal injury are, the committee state, defective hatch covers, resulting in men falling into the ship's hold, and defective gear, and the most serious accidents coming under the heading of damage to piers, &c., have resulted from mistakes in the engine room, engines having been put ahead when ordered astern. Engineers, it is suggested, should be more than usually alert when their vessels are manœuvring in confined waters.

DAMAGE TO CARGO

Attention is again drawn to the large number of claims paid by shipowners for damage to cargo resulting from (*a*) grain finding its way into bilges, and (*b*) insufficient dunnage against the ship's sides and bare iron. "To make sure that the limbers are amply protected should be the last thing to which the ship's officers' attention is directed immediately before the cargo is put into the hold, and while the cargo is being loaded they should be constantly on the watch to see that there is sufficient space against the ship's sides to enable all sweat to run down freely into the bilges. From this it will be seen that dunnage consisting of mats or burlap only is utterly inadequate.

It is added that claims under the heading of short delivery of cargo are constantly arising. "Sometimes they result from pilferage and theft, but many of them are due to incorrect tallying. This seems especially to be the case in reference to ground nut, rice, and sugar cargoes. At times such cargoes turn out slightly in excess of the bill of lading quantity, but far oftener there is an alleged shortage. When native tallymen are engaged it is necessary to keep a close supervision over them, as cases have come to light in which the same cargo has been tallied twice over, and the bill of lading issued accordingly. A whole lighter load of cargo can disappear in this manner. A case was recently reported in which a steamer was loading from lighters at night. The bags were being tallied as they were put into the slings in the lighter and on one of his rounds the captain discovered a sling load going right over the ship and being lowered into a waiting lighter on the other side. The lightermen and stevedores were obviously all in league and there would doubtless have been a heavy shortage claim for the ship to pay at the port of discharge had not the captain discovered the fraud in time."

THE NEXT ELECTION

EMPIRE ACTIVITY FUND APPEAL

An appeal to the Conservative women of London for money to fight the next election is made in a letter to the Press under the auspices of the Empire Activity Fund.

"The men," the signatories to the appeal state, "have hitherto subscribed and generously assisted within their means the women's branches of the Conservative organizations. But we must begin to bear our own burdens and learn the habit of giving. At the last election, following quickly after the extension of the suffrage, the Conservative women workers did all in their power to educate those who had come into an unexpected heritage and who did not quite know what to do with it; but they were everywhere hampered by the lack of funds. When we go to the country again it will be with a great ideal before us, confident in our leader and in the support and the inspiration of the Empire crusade. We are pledged to work for the economic unity of the Empire, and we shall place that in the forefront of our programme.

"Our party has been accused of inaction. Let us therefore take for our motto 'Empire Activity,' and let the women of London show what they can do. No great cause is won without sacrifice. Let us all unite in making that sacrifice in order to assist the party of stability and order to regain its ascendancy and deliver the country from the dangers with which it is menaced by the advocates of an unpractical idealism. Thousands of women gave their money to the Empire Crusade Fund. We ask them to give as generously to the cause in which crusaders and Conservatives are now united. The Conservative women's organizations need funds for a campaign of education and information to guide the young voters who now have a voice in the national policy.

"Subscriptions to the Empire Activity Fund may be sent to the hon. organizer, Lady Rodd, at 89, Bryanston-square, W.1."

The appeal is signed by Lady Melchett (chairman, Empire Activity Fund); Lady Rodd; Lady Bridgeman; Lady Malcolm; Dame Beatrice Lyall, L.C.C.; Dr. F. Barrie Lambert, L.C.C.; Mrs. T. Emmet, L.C.C.; Mrs. Worsthorne; Miss Thelma Cazalet, L.C.C., Conservative candidate for Islington; the Hon. Mary Pickford, Conservative candidate for North Hackney; and Miss Rachel Parsons.

In a letter supporting the appeal, Lady Iveagh, M.P., chairman, and Lady Falmouth, acting deputy chairman, of the Central Council of the National Union of Conservative and Unionist Associations, and Miss Marjorie Graves, chairman of the Metropolitan Area Women's Committee, write:—

"The object of this appeal is to raise the necessary funds to carry out a greatly increased and intensified campaign of education among the women electors of the metropolitan area. Funds are specially required to enable this work to be undertaken in the poorer constituencies, where lack of funds have so often hampered our endeavours in the past. Recent events have shown only too clearly the dangers which beset our uninformed electorate, and we gladly support Lady Rodd's proposed campaign and wish it every success."

MARGATE MURDER CASE

FOX'S APPEAL ABANDONED

The legal advisers of Sidney Harry Fox, who was sentenced to death at Lewes Assizes for the murder of his mother in Room 66 of the Hotel Metropole, Margate, stated yesterday that they are of opinion that no grounds of appeal can be placed before the Court of Criminal Appeal which could justify that Court in disturbing the verdict of the jury. They have, however, decided to take "certain other steps."

This is understood to mean that efforts are to be made to have the sentence commuted on the grounds of Fox's mental condition.

The Royal National Lifeboat Institution has decided to place a motor-lifeboat of the latest type at Fleetwood, Lancashire. The sailing lifeboat Maude Pickup, which had been stationed there for nearly 40 years, was recently bought by Sir Walter Runciman for the use of the doctor and nurse on the island of Eigg, west of Inverness.

News in Brief

The offices of the Austrian Federal Railways have been moved to Eros House, Lower Regent-street, Piccadilly-circus.

Mr. Graham Wilson, Deputy Town Clerk of Kingston-upon-Hull, has been appointed Town Clerk of Maidstone, Kent.

The Board of Trade announces that the Treasury have made an Order under the Finance Act, 1926, exempting acid adipinic and oxymethyl paraoxy phenyl benzylamine methyl sulphate from key industry duty from to-day till the end of the year.

At Doncaster yesterday Beatrice Williams, wife of Arthur Williams, an Askern miner, was remanded for a week in custody charged with the attempted murder of her son Alfred, aged seven, who, the police stated, lay in a critical condition at Doncaster Infirmary.

Frederick Evans, 29, of Leeds, was found *Guilty*, at the Leeds Assizes yesterday of conspiring with a man not in custody and obtaining a large amount of motor-tires by false pretences. He was sentenced to eight months' imprisonment in the second division.

A reduction in price of all amateur Kodak films is to take effect to-day. The chief reductions are:—Vest-pocket film, 1s. 2d. to 1s.; No. 2a Brownie, 1s. 5d. to 1s. 3d.; autographic film, 1s. 2d. to 1s.; and No. 2 Brownie, a new film at 1s., which fits a new camera at 2s. 6d.

Preventive Customs Officer A. W. Densley, of Cardiff, was showing friends round the White Star liner Megantic, while she was at anchor in Barry Roads, Bristol Channel, when he opened the double doors of the companion way on the main deck by mistake and fell into the sea and disappeared.

NEWS IN ADVERTISEMENTS

The following items are taken from the advertisement columns in this issue of *The Times*, where details will be found:—

The Tramways and Motors Committee of the Sheffield Corporation is prepared to receive tenders for the supply of 15 double-deck motor-omnibuses. (p. 28)

Reserved seats giving an excellent view of the last mile of the University boat race are for sale. (p. 1)

A petrol filling station in London or within 30 miles radius is wanted. (p. 1)

An assistant superintendent is wanted for a large works engaged on mass production of light cast iron and steel parts. (p. 3)

The Senate of the University of London invite applications for University Readerships in (1) Economics, with special reference to banking and currency; (2) Economics, with special reference to industrial organization; and (3) International History, tenable at the London School of Economics. (p. 3)

Applications are invited for the position of Engineer-in-Chief of the Lower Liao River Conservancy Works, Newchwang, North China. (p. 3)

The names of the eligible Fellows who are candidates for seats in the Council of the Royal College of Surgeons of England are given. (p. 4)

MOTOR BANDIT SENTENCED

"THE CLEVEREST IN LONDON"

Before the Recorder (Sir Ernest Wild, K.C.) at the Central Criminal Court yesterday, EDWARD WILLIAM HUGHES, 29, dealer, was sentenced to five years' penal servitude for robbing Frank Henry Howe with violence, stealing a handbag containing £84 from Louise Hawkins, and receiving two stolen motor-cars. Mr. Percival Clarke and Mr. G. G. Raphael prosecuted; Mr. G. L. Hardy defended.

It was stated that the two cars, stolen while left unattended, were used in robberies. The attacks were made in each case after Mr. Howe and Miss Hawkins had been to the bank for wages. Mr. Howe was robbed of £40 at Barking, and one of his fingers broken when his attaché-case was snatched. After her bag had been seized in Shoreditch Miss Hawkins pursued Hughes and saw him escape in a slowly moving car. She took the number.

Detective-sergeant Rushton proved several previous convictions against Hughes for thefts of motor-cars and other offences. The prisoner, he stated, was the cleverest motor bandit in London and the country. He was a dangerous man, who did not hesitate to use violence to resist arrest.

The RECORDER, in passing sentence, said he had a medical report stating that Hughes was not in a fit state of health to be flogged. He complimented Miss Hawkins on her pluck and powers of observation, and awarded her £5. He commended Detective-inspector Dean and Detective-sergeant Rushton for their work in the case.

By Royal Appointment for Motor Car Tyres
"GET A GRIP ON PALMERS"
A grip that holds under all conditions
Put your faith in Palmer's. They are your security: your extra safety. That 5-bar tread, guardian against skid and slip; how tough it is; what bite it has! Palmer's are built up, flawlessly to serve and save.
In the Palmer Under-Suction Process each cord is separately insulated in rubber and takes up its natural position as the Tyre is shaped. This means that when the Tyre meets the road, each cord takes its full share of the strain, thus giving that extra strength and extra safety.
P

Selfridge & Co., Ltd.

(*Editorial Rooms*), *London.*

NOTE.—This space is occupied every day by an article reflecting the policies, principles, and opinions of this House of Business upon various points of public interest.

SELFRIDGE & CO., LTD.

BOLTS BY THE BAGFUL

By CALLISTHENES

Writing about the wonderful trans-Atlantic performances of the Bremen and the Europa, and prophesying that England will soon again have the lead in ocean travel, a nautical patriot said: "With these two ships Germany has shot her bolt."

This is a dangerous use of a dangerous phrase. What does it imply? It implies that Germany cannot produce a better ship than the Bremen and the Europa, so that the task before Great Britain is merely to beat these ships and she once more has supremacy.

How foolish the phrase looks when its implications are thus taken out! Germany, having made swift progress in the last ten years, is suddenly to cease progressing. She is to stand still while the British shipyards overtake her. Anyone who knows modern Germany knows that nothing is more unlikely. If Great Britain is to take the lead she has to pass not a stationary but a rapidly advancing competitor. Germany has not only one bolt for her crossbow: she has hundreds. No sooner has she let one fly than she is fitting another.

The phrase "He has shot his bolt" has been used to lull many a business man into a false confidence.

His competitor scores a victory by producing a masterly new idea or making a big extension of his premises. This should be a call to action, a warning of what is yet to come. Instead of that the lethargic business man settles back from his momentary discomfiture, nods his head sagely and says: "He has shot his bolt." The greater likelihood is that he has shot one bolt but has a bagful left. There never was a warrior who entered on battle with only one bolt.

For ideas are not like bolts. The more ideas you conceive and develop the more you get. The more you show enterprise the more you are fit to show it.

In this Business we are surrounded with competitors. We would regard ourselves as lacking in judgment and inviting disaster if we said of any one of them: "He has shot his bolt." We believe that any one who said it of this House would equally be comforting himself with an error.

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Entertainments

THE THEATRE IN PARIS

A FAILED MIRACLE

(FROM OUR PARIS CORRESPONDENT)

The failure of the Théâtre Pigalle to secure the favour of the Parisian public has surprised its founders and worried the critics. When Baron Henri de Rothschild presented Paris with the most up-to-date theatre in the world a number of people, who should have known better, seem to have imagined that new authors, producers, and actors worthy of the setting would arise as by magic through the many traps with which its stage is supplied. The vicious circle in which the French drama has been enclosed since the War was, it appeared, to be broken by the generous act of a millionaire.

The directors of the theatre did not, it must be admitted, set about the accomplishment of this miracle in a very inspiring way. After the inevitable wrangle as to whom the management of the theatre was to be confided they fell back upon an old favourite which the *boulevard* had long abandoned to the less sophisticated foreigners. *Histoires de France*, by M. Sacha Guitry, might have been written without tears by a precocious young man and staged by any competent producer possessing the equipment available in 1910.

Even the device of changing the sets without lowering the curtain, so that the mechanism might be admired, was powerless to rouse the most benevolent audience from its apathy. After so unfortunate a *début* the news that the Théâtre Pigalle was to be handed over to M. Gaston Baty was encouraging. M. Baty is one of the Cartel des Quatres who have succeeded, through literary taste and the capacity to make a little go a long way, in creating a so-called "advanced" theatre in Paris. Unfortunately, when M. Baty was in possession of large resources for staging and production he was only able to make them go a very short way indeed.

To try his hand he revived *Le Simoun*, by M. Lenormand, one of those plays of Far Eastern life in which any amount of atmospheric and local colour effects are unable to dispel a sense of wearisome familiarity. The announcement of *Le Feu du Ciel*, with a prodigious cast and innumerable scenes, sounded promising, but concealed a worse disappointment still. M. Dominic, though a writer of undeniable talent, had been unable, except in two or three scenes, to give a convincing impression of the reactions of humanity when faced with the knowledge that the earth would be struck by a comet at three minutes past 4 on Thursday afternoon, while M. Baty had not touched on the resources at his disposal to produce so much as a beautiful lighting effect.

If, however, signs of an impending rebirth are wanting, the manifestations of the expiring life are by no means without beauty and significance. In *Carine ou la jeune fille folle de son âme*, at the Théâtre de l'Œuvre, M. Crommelynck, the author of that most brilliant of comedies, *Le Cocu Magnifique*, has certainly taken a fall; but M. Crommelynck's falls are better worth watching than the tight-rope performances of his more agile colleagues.

His theme is the effect upon a perfectly virginal mind made by too sudden a realization of the animal brutality which underlies most human relations. On the day after her wedding Carine's friends tell her of their own sordid adventures and sensual ambitions. The revulsion which she feels first causes her to leave her husband, and then, deepening as she learns more and more of life's less pleasant realities, drives her to commit suicide.

The dialogue through which Carine's progress from the height of a pure passion to the depths of despair is revealed contains passages of extreme poetic beauty and power. But M. Crommelynck has not been content to let the story speak for itself, and has introduced a satanic character in the worst melodramatic tradition, a masquerade, a hunting accident, a guilty mother, and other utterly irrelevant theatrical properties. The tragic significance of the play is so obscured by these diversions that even the most brilliant production and performance could not keep the spectators' interest alive, and unfortunately the production and, with the exception of the part played by M. Crommelynck himself, the performance are very weak indeed.

M. Neveux does not, as far as can be judged from his first play, possess either M. Crommelynck's profundity or his capacity for poetic expression, and yet *Juliette ou la clef des songes*, at the Théâtre de l'Avenue, is a far more successful entertainment than *Carine*.

The theatre has already borrowed too liberally and uncomprehendingly from the theories of Jung and Freud as to the importance of dreams in human experience. M. Neveux was wise to set himself no more ambitious problem than to show that humanity seeks in dreams compensation for what it fails to find in reality. The dream atmosphere, in which events succeed one another with apparent inconsequence, and yet according to a dimly recognizable association of ideas, is admirably sustained during the first two acts. This very quality makes it impossible to give a coherent account of Michel's adventures in his search for and discovery of Juliette.

Of lighter comedies *Pardon Madame*, at the Théâtre Michel, is an outstanding success. It is the simple story of a feckless and sentimental poet who becomes, through a series of fortuitous adventures, the *chef de cabinet* to a stupid and pompous Minister of Agriculture. MM. Coolus and Rivoire have steered a sure course between farce and sentimentality, and the peccadilloes of the Minister and the love affair between the secretary and the Minister's wife are saved from banality by the unfailing wit of the dialogue.

MOORING OF THE FOUDROYANT

FUTURE BERTH OF FAMOUS FRIGATE

At the Falmouth Police Court yesterday the adjourned case against Mr. G. Wheatly Cobb, the owner of the frigate Foudroyant, said to be the third oldest ship in the world, for refusing to obey the commands of the harbour-master was heard.

The vessel had been previously moored head and stern, but broke adrift during a gale on the night of December 4. She was then removed in a temporary berth, and when requested by the harbour-master to take the Foudroyant back to the berth from which she dragged Mr. Cobb refused to do so on the ground that it was dangerous and that the vessel was being subject to serious strain by being moored fore and aft. He gave an undertaking, however, to remove the ship by May 31, and the Court adjourned the case until yesterday to see if that would meet the wishes of the Harbour Commissioners. Yesterday morning Mr. J. V. Ratcliffe, solicitor, who appeared on behalf of the Harbour Commissioners, stated that the board did not wish to be unreasonable and would ask for a further adjournment in view of the defendant's undertaking to shift the ship. They had tried to do their best to make suitable arrangements and would consent to the case being adjourned until June to see if the defendant carried out his agreement.

The Bench agreed to the application.

It appears that the Foudroyant is to be removed to Milford Haven. Mr. Cobb has expressed the hope that he will also be allowed to remove the Implacable as well, but that is a matter entirely for the Implacable Committee in London.

FORTUNE THEATRE

"CAPE FORLORN"

By FRANK HARVEY

William Kell	FRANK HARVEY
Henry Cass	EDMUND WILLARD
Eileen Kell	MARDA VANNE
Rangi	CHARLES FARRELL
Gordon Kingsley	LOUIS BRADFIELD

A few decades ago, when plays were written in five acts, it was almost a rule that the third should end in an emotional hurricane. Shots, if the piece was of the murderous sort, became then a barrage; kisses, if there were to be kisses, pattered like spring rain; confessions—except the secondary confessions reserved for Act V.—were poured forth on passionately bended knees; if ever the heroine was to pull her hair over her eyes and be flung across the stage, this was the time. These exciting events made up what was called a climax; when they were over, each approving playgoer, beating his hands together in white-gloved enthusiasm, congratulated himself and the playwright on a "strong curtain." What would they have said of Mr. Frank Harvey, whose work is for ever at a high pitch? Would they have worn out their gloves in multiplied delight or, growing tired, have murmured: "I do wish he'd sometimes come down off his top note"?

Mr. Harvey's lighthouse may be accounted a heaven for actors who wish to "let themselves go." Rangi alone has a thin part, but he, poor fellow, goes off in the dinghy—a servant comfortably disposed of. The four that remain have, as emotionalists, the time of their lives. Kingsley, the castaway, is a fugitive swindler and, as if shipwreck and fraud were not enough, he becomes involved with the lighthouse-keeper's wife. Cass, the lighthouse-keeper's mate, has been Mrs. Kell's lover, and means to be again. Mrs. Kell, who is in truth just the kind of woman that every one in turn tells her she is, plays a triple game, which must have needed playing in the limited accommodation of a lighthouse. Meanwhile, Captain Kell is relatively quiescent, but only because he is as yet unaware of his opportunities.

His turn comes when Mrs. Kell, having at last failed to arrange every entrance and exit to suit her amorous zig-zag, finds Kingsley and Cass face to face, fails to part them, and shoots Cass. "What is all this about?" cries Captain Kell, and begins to find out. Now it is his turn to shout and his wife's to quail, quiver, and confess. Next he addresses himself to Kingsley, discovering *crescendo* that Kingsley has robbed him of his savings, has made love to his wife, has—but *crescendo* is not the word; the full, continuous roar of passion does not permit it. Captain Kell's consolation is that Kingsley is doomed to penal servitude and Mrs. Kell to a life of toil. Poor Captain Kell! When he isn't looking, Kingsley leaps into the sea and Mrs. K. helps herself to his money. While the last curtain falls she tucks the notes into her handbag and, careless of the havoc she has caused, prepares with a lipstick for other victories.

No one can accuse Mr. Harvey of allowing his stage to sleep. He himself, as Captain Kell, supplies with abundant energy the greater part of the concluding thunder. Mr. Louis Bradfield makes the most of Kingsley's terrors, though he leaves his other emotions a little indeterminate. Mr. Edmund Willard, until mortally wounded, prowls and roars and sneers in unceasing menace, and Miss Marda Vanne exhibits Mrs. Kell as the greedy flounce-about that she is. We hesitate to speak uncharitably of the play, but it seems to invite judgment as something more than melodrama and its claims to be more than that are obscured by the violence of its treatment. It contains interesting hints of genuine character and of motives below the surface, but it shouts down its own merits. And even as melodrama—can you, without producing exhaustion, and ultimately indifference, have a new "climax" every three minutes?

TITANIA'S PALACE

RECENT ADDITIONS TO FAMOUS MODEL

Sir Nevile Wilkinson's Titania's Palace, which has just concluded a successful visit to Guildford, opened at Messrs. Clements, High-street, Watford, yesterday for a fortnight. The proceeds will be given to the local hospital. Sir Nevile Wilkinson intends to visit several schools in the neighbourhood to tell the story of Titania's Palace and its contents.

Among recent additions are a set of painted enamel dessert plates 1in. in diameter, a box-wood 16th-century Madonna and Child 2in. high, and a rare Chinese carving of an idol in 22 carat gold. The design for the throne room floor, which has taken Sir Nevile Wilkinson five months to complete, has been submitted to the architectural section of the Royal Academy.

Titania's Palace will be shown at Bradford (Brown-Muff, Limited) from April 23 to May 3; Leeds (Schofields, Limited), from May 7 to 20; Edinburgh (Jenners, Limited), from May 30 to June 19; Newcastle (Fenwicks, Limited), from June 30 to July 12; and Dublin (Clerys, Limited), from July 21 to August 23. Inquiries regarding dates available in 1931 should be addressed to Miss Hilda Leslie, 6, Duchess-street, London, W.1.

NEW FORD CARS

LONDON-EDINBURGH £1

(BY OUR MOTORING CORRESPONDENT)

New Ford cars are announced. Mechanically they remain substantially the same, as do the prices, but bodies, equipment, and appearance have been improved.

They include the tourer, the coupé, the cabriolet, the Tudor saloon, the Fordor saloon with three windows, and the *de luxe* Fordor saloon with a sliding roof. The fronts have been remodelled, and the radiator is 2in. higher and just over 1½in. narrower. The cooling surface is 374 sq. in.; formerly it was 360. The head lamps are of paraboloic streamline shape, with an overall diameter of 8in., and the new stop light is streamlined. The wheels are 19in. in diameter, as against 21in. in the former model "A" wheel, and have much larger diameter hubs. The bases of the spokes are wider apart, and consequently the outside spokes make a bigger angle with the inside ones, and give increased lateral strength. The rims are wider, and give more support to the tires, which have an outside diameter of 29in. The mudguards are new. The front wings are now sloped backwards in a curve, and end on a level with the hinge of the front doors. The rearguards are also curved, and the back ends come much lower than formerly. Rustless steel is used for the radiator shell, scuttle band, lamps, hub caps, and filler caps. The bodies can be had in various colours, and there are new striping and streamline mouldings. Inside all the cars there is more legroom, and the enclosed cars have adjustable front seats. The brake lever is now by the side of the gear lever, and the new flat top steering wheel has spokes of deeper section which are no longer dished. The new Ford building at 88, Regent-street, W.1, will be opened to-morrow.

In *The Times* of February 6 I gave particulars of a new regular daily service between Edinburgh-London-Edinburgh with Daimler C.F.-6 double-deck omnibuses carrying 40 passengers instead of the customary 50 to 60. I hear that the coachwork of these vehicles is temporarily held up pending negotiations between Thomson's Tours, Limited, of Edinburgh, and the Ministry of Transport. In the meantime, however, Mr. Thomson is putting on 10 more Daimler C.F.-6 single-deck coaches and reducing the fare to £1 each way; the single third-class railway fare is 49s. 6d.

Prince George will take the salute at the Empire Day parade organized by the League of the Empire on Saturday, May 24, in Hyde Park.

ART EXHIBITIONS

ROYAL DRAWING SOCIETY

The activities of the Royal Drawing Society, now holding its 41st annual exhibition at the Guildhall Art Gallery, are most worthy of respect when too much is not claimed for them. That it promotes "a better understanding of the importance of drawing in general education" we can agree, and also that it encourages "observation," but at the claim to encourage "good draughtsmanship" we are inclined to demur. Without going into elaborate arguments about what constitutes good draughtsmanship it is enough to say that the style of drawing encouraged throughout the exhibition would lead to the conclusion that Botticelli and Raphael were bad draughtsmen, which does not seem right, somehow.

It is better, therefore, to direct attention to what the society does unquestionably perform. By training children from the earliest ages in "snapshot," or memory, drawing it cultivates visual observation and memory, and supplements the power of verbal description which the child may be supposed to acquire through its "literary" education with that of graphic or pictorial description. These, as everybody will admit, are great gains. Every child is the better educated for being able to show quickly and briefly what a thing is "like" or how the streets run in its neighbourhood, and there are reflected benefits to the general development. There is evidence throughout the exhibition that the methods of the society do tend to the acquisition of these desirable capacities. On the artistic side the most we can say is that talent will out, and that—except in so far as graphic description is apt to get in the way of pictorial construction—the methods of the society do not appear to create any serious obstacle to its expression.

The drawings of animals in motion by Miss Maeve Bax, aged 16-17, to which, in the absence of Princess Louise, president of the society, Sir William Llewellyn, P.R.A., awarded her prize for "snapshot drawing" this year, are certainly to be praised for their "telling description of action." Artistically they are not better than the remarkable sheet of figure drawings by a child of three years and nine months, but they are much more advanced in observation and description; and their superiority in these respects, with some definite inferiority in the qualities that must be called "synthetic," will illustrate very well the general influence of the Royal Drawing Society upon juvenile artistic talent.

Probably the best results are to be seen in the technical application of drawing—botanical, geographical, and mechanical—and these sections are well worth examining. There are some interesting efforts in the way of drawings made at the instigation of other senses than that of sight, the needlework is generally good, and some of the pictorial posters and village signs show a talent for decorative design in concentrated forms.

MRS. AMBROSE PARSONS

Poetical feeling and expressive handling are the attractions in the paintings and water-colours by Mrs. Ambrose Parsons now on view at the Pioneer Institute, 70, Victoria-street. Mrs. Parsons, who has worked in England, Italy, and Switzerland, knows how to place a subject effectively on canvas or paper, and her colour has an intensity which is felt to be temperamental and seldom gets out of hand. One of the best of her paintings is the small, low-toned study of cows in water, "The Fishing River at Rockford"—at least that is the title which corresponds to the number, though "Ducks and Cows" seems more likely—but the water-colour of "The Wild Pond: October Evening" has a genuinely romantic feeling which visitors to Kew will recognize as proper to the subject. "Stiniel, near Chagford," "The Ring o' Bells," "The Hawthorn Tree," and "The Road to the Moor" are other water-colours with personal feeling added to skill in representation. The exhibition includes a portrait of "Christopher Robin," with his familiar.

NORTHERN PROMENADE CONCERTS

B.B.C. AND THE HALLE SOCIETY

The B.B.C. and the Hallé Concert Society have concluded negotiations for a season of Northern Promenade Concerts in Manchester, Leeds, and Liverpool. The season will start on May 26 in the Free Trade Hall, Manchester, where performances will be given during two weeks. In Liverpool there will be promenade concerts at the Philharmonic Hall from June 9 to 14, and the final week of the season will be given in the Leeds Town Hall from June 16 to 21. Sir Hamilton Harty will conduct throughout.

The aim of the concerts is to offer to Northern audiences opportunities of hearing music of a high standard during the summer at popular prices. In coming to this arrangement the B.B.C. and the Hallé Society have kept in mind the interest of orchestral music in the North, and the B.B.C. has considered the interests of its listeners in general. These Promenade Concerts will be used not only as contributions to the Northern English programmes, but also to the national and other wave-lengths.

BRUCKNER'S FOURTH SYMPHONY

PERFORMANCE BY WOMEN'S ORCHESTRA

The British Women's Symphony Orchestra ended its series of four concerts at Queen's Hall last night with a programme of two works only—Bruckner's Fourth Symphony and Elgar's Violin Concerto. Both were repetitions of recent choices by other orchestral societies for the symphony, now conducted by Malcolm Sargent, was played by another orchestra shortly before Christmas, and Mr. Albert Sammons was engaged to repeat his performance of the concerto heard a few weeks ago at the Philharmonic under the composer's direction.

This symphony tests an orchestra's *ensemble* since it exhibits repeatedly Bruckner's favourite device of working up to a big climax of tone (generally starting from a soft pedal note) and breaking off abruptly to carry on the rhythmic movement with detached fragments of melody entering dispersedly on individual instruments, generally horns or wood wind. These fragments must come with absolute accuracy, or the rhythm becomes not dispersed but dispelled. The orchestra, though composed of good players (all women save the four horns and the tuba), wanted finish in the management of these details, especially in the *scherzo*. But the want of cohesion was not all their fault. Bruckner is over-ready to fall to pieces because his music has the effect of having been composed almost bar by bar. When an idea strikes him as a good one he lays it aside for further use later and meantime casts about for a new one. Since Germany has made a cult of Bruckner recently it is no doubt desirable that the younger generation of English musicians should learn something about him, but it is questionable whether they will come to any different opinion from that of their elders, who heard these symphonies under Richter, which was that Bruckner was a brilliant improviser, who mistook himself for a symphonist.

"MUCH ADO ABOUT NOTHING" IN MODERN DRESS

Our Hull Correspondent telegraphs: The first production in England in modern dress of *Much Ado About Nothing* was given last night by the Hull Playgoers' Society at their new theatre at Hull. A local amateur actor, Mr. F. R. Bell, directed the production, which was effectively staged by an amateur cast of over 20 members of the society. The Shakespearean lines were unaltered but were spoken in a scene where telephones and typewriters, cocktails and cigarettes existed. A Prince in plus-fours bandying wit with a diverting gooseberry in the uniform of a 20th-century inspector of police was one of the features. The play opened with the arrival of the messenger, an Air Force officer, by aeroplane and ended with a telephone call announcing the flight and capture of Don John.

EAST LONDON HOSPITAL FOR CHILDREN

Sir Percy Shepherd presided at the annual meeting of the Governors of the East London Hospital for Children, Shadwell, yesterday. Moving the adoption of the annual report, he said that though £3,000 had been added to the building fund serious steps must shortly be taken to bring the building up to date, for which a sum of £25,000 was still needed. They could no longer put off the completion of the hospital building, the accommodation for the nursing staff alone having been severely criticized by King Edward's Hospital Fund as totally inadequate to modern requirements. The hospital already had the site and the plan, and the money was now needed.

The Broadcasting Programmes for to-day and Broadcasting Notes will be found on page 28

VARIETY THEATRES

THE COLISEUM

Mr. Archie Pitt's Lido Follies, bringing the colour of *revue* into variety, set a standard in costume and decoration which the rest of the performers at the Coliseum endeavour to maintain. The Follies are complete as a *revue* is complete; they wander from the Lido and "Sunny Spain" to the London suburbs, and from classical ballet to the blues. But they dance and sing at all times, and always with a will, if not always with the same finish. The Dutch scene in Copenhagen blue and white with which they end their performance is matched by Foster's Sixteen Girls, who combine spectacle, dancing, and strenuous gymnastics in "Ali Baba's Cushion," and a new version of "The Wedding of the Painted Doll."

Coram, the ventriloquist, gave some back-chat with his guardsman doll Jerry in a lively manner, which made one forget that Jerry was not alive, and Mr. Dale Smith had comes from the concert hall to sing sea shanties which met with general approval. The honours of the evening, however, were shared by Nervo and Knox and the talking film of the Grand National. Nervo and Knox continue their parody of talking films, bringing it nearer the reality and so making it funnier every time; and the Grand National was illustrated in a slow motion which showed the beauty, and a normal motion which showed the action of an exciting race.

THE VICTORIA PALACE

That's a Good Girl is being presented at the Victoria Palace this week, and, considering that there are two performances a night, the Hippodrome version is faithfully followed. *That's a Good Girl* is a good musical comedy, if at least two good tunes, a plot that is something more than an interlude to fill in the hiatus between one chorus and the next, a number of amusing lines and one scene of really clever burlesque can be said to constitute a good musical comedy. Mr. Fred Kitchen as Bill Barrow, an impecunious young man who will inherit £500,000 if he can satisfy the whims of his aunt Helen (Miss Marie Greenhouse) has to do most of the work, and, if his dancing and singing show signs of a certain strain, he at least keeps the piece moving at the pace that is necessary for its success. Miss Ethel Stewart as Joy Dean, the woman detective, dances excellently and, when her duties as a detective compel her to disguise herself as a singularly unattractive German telegraph-girl, she manages admirably to keep her eyes from seeing what her feet are most gracefully doing. Mr. Franklyn Ives sings well enough to vindicate Francis Moray's reputation of being a famous baritone, and the rest of the company show that briskness and competence which are all the audience demands or expects.

"NEW YORK NIGHTS"

FILM AT THE NEW GALLERY

If imagination is somewhat severely warned off the story of *New York Nights*, a United Artists' Picture now showing at the New Gallery, it is allowed a gratifying part in the direction, in the photography, and in the hundred-and-one tricks—and some of them are more than tricks—that are possible on the screen and not on the stage. As Miss Norma Talmadge's first talking picture, *New York Nights* is something of a disappointment, and the substitution of words for silence was at times, so far as Miss Talmadge's own acting was concerned, the substitution of "staginess" for her earlier, quieter, and more effective manner. However, Mr. John Wray performed the considerable feat of giving a Chicago gangster an individuality definite to the point of irritation. Most film criminals are monotonously like each other, but Joe Prividi was a man of many mannerisms and an intense nervous energy which quite persuaded one that his orders for the murder of Fred Deverne (Mr. Gilbert Roland) in the middle of a New York railway station would infallibly be carried out. Joe was in love with Jill Deverne (Miss Talmadge), and since Fred, Jill's husband, had for three years shown her that, much as he loved her, he loved the whisky bottle a good deal better, Jill eventually decided to leave him for the rich and intimidating Joe. After some time Jill comes across Fred, whom whisky has reduced to destitution, and the return of a love never deeply buried necessitates Joe's railway-platform strategy. The scheme fell through, however, but Joe was not beaten, and it needed a dramatic scene in a railway carriage to leave Fred and Jill free, as Fred put it, "to make a fresh start." The commonplace story is helped by a camera that takes its chances and by some sound acting by all the cast.

POSTER ART

An exhibition of poster art was given by the London and North Eastern Railway at the Royal Victoria Hotel, Sheffield, yesterday. There were on view 41 posters, some of which have not yet been released for public exhibition. Mr. Frank H. Mason, R.I., has nine pictures, the greatest number of any single artist, and they are well varied though mainly dealing with English East Coast scenes. Mr. Frank Brangwyn, R.A., has a North-East industrial scene and a view of Harrogate. Dame Laura Knight is represented by a striking view of the Yorkshire coast. A picture of the National War Memorial at Edinburgh is from the brush of Mr. Fred Taylor, who also has paintings of Holyrood and Cambridge. A series of noted people of the past brought into modern railway surroundings is presented by Mr. Austin Cooper.

LECTURES AND MEETINGS

CREMATION SOCIETY OF ENGLAND.—The ANNUAL MEETING and an Extra Ordinary General Meeting of members convened for the purpose of considering, and, if approved, passing a Special Resolution, that the name of the Society be changed to "The Cremation Society," will be held at 22, Nottingham-place, W.1, on WEDNESDAY, April 2nd, at 3 p.m.

ART EXHIBITIONS

EXHIBITION of 19th and 20th CENTURY ENGLISH DRAWINGS, including a fine series of early drawings by Augustus John, R.A.—SAVILE GALLERY, Ltd., 29, Bruton-street, W.1. 10-6. Sats., 10-1.

GALLERY of ARTS (Phillips and MacConnal) EXHIBITION of SCULPTURE by Modern Artists.—98, New Bond-street, W.1.

FINE ART SOCIETY EXHIBITIONS.
1. EARLY ENGLISH WATER-COLOUR DRAWINGS. ALEXANDER COZENS to H. G. HINE.
2. ARTHUR BRISCOE, A.R.E. (Last week.) Sea Pictures in Oil and Water-colours.
3. HANS SEBALD BEHAM.—1500-1550 Engravings. 148, New Bond-street, W. Admission free.

R.W.S. Royal Society of Painters in Water Colours. 194th EXHIBITION. Daily, 10-5.30. 5a, Pall Mall East, S.W.

LONDON ARTISTS' ASSOCIATION. Paintings by FREDERICK PORTER. **COOLING GALLERIES**, 92, New Bond-st.

R.B.A.—ROYAL SOCIETY OF BRITISH ARTISTS. Suffolk-street, Pall Mall, S.W.1. 173rd EXHIBITION. Daily 10-5. Admission 1s.

WALLIS & SON. Paintings by MONET, PISSARRO, RENOIR, SISLEY, PANTIN, &c. The French Gallery, 158, New Bond-street, W.

CARDINAL AND HARFORD (LONDON and PERSIA), Ltd. (Est. 1795.) COLLECTION of RARE PERSIAN CARPETS, RUGS of 15th, 16th, 17th, and 18th Centuries. The largest and most unique collection in London. Inquiries and inspection invited. 108-110, High Holborn, W.C.1.

THE BETTY JOEL GALLERY. Modern Carpets and Rugs. Signed by DA SILVA BRUHNS (the famous carpet designer of Paris). 25, KNIGHTSBRIDGE. 10-6. Admission Free.

R.I.—ROYAL INSTITUTE of PAINTERS in Water Colours, 195, Piccadilly. 121st EXHIBITION, 10-5. Also the SOCIETY of MINIATURISTS.—W. T. BLACKMORE, Secretary.

MODERN GLASS by Cappellin, of Murano, and PRINTS IN COLOUR after Cézanne, Van Gogh, Gauguin, Matisse, and others. Mar. 22-April 17. 10-6. Free.

MANSARD GALLERY, 196, Tottenham Ct.-rd.

BEAUX ARTS GALLERY, Bruton-place, W. *ORLANDO GREENWOOD.* Recent Paintings, 10-6. Saturdays, 10-3.

COTSWOLD GALLERY. "ENGLAND and WALES" and other ENGRAVINGS after J. M. W. TURNER, R.A. 59, Frith-street, Soho-square. 10-5.30. Saturday till 1.

LOAN EXHIBITION of ENGLISH CONVERSATION PICTURES at 25, Park-lane, London. Owing to great success the Exhibition is being kept open until Sunday evening, April 6.

PAUL GUILLAUME, BRANDON DAVIS, LTD. Exhibition of Paintings. RENOIR, GAUGUIN, HENRI-ROUSSEAU, MODILIANI, DERAIN, UTRILLO. English Paintings may be seen on application. 23, Grosvenor-street, W.1. 10-6. Sats. 10-1.

BERTHE MORISOT (1841-1895). Exhibition Famous French Impressionist Painter. Also Paintings by WINIFRED NICHOLSON. **LEICESTER GALLERIES**, Leicester-sq. 10-6.

VARIETY THEATRES

OPERA

ROYAL OPERA, COVENT GARDEN.
Lessees: Covent Garden Opera Syndicate, Ltd.
TWO COMPLETE CYCLES OF *DER RING DES NIBELUNGEN.*

First Cycle.	Second Cycle.
DAS RHEINGOLD. Tues., April 29, at 8.30.	
DIE WALKÜRE. Fri., May 2, at 5.15.	Mon., May 12, at 8.30. Thurs., May 15, at 5.15.
SIEGFRIED. Mon., May 5, at 5.15.	Tues., May 20, at 5.15.
GÖTTERDÄMMERUNG. Fri., May 9, at 5.	Thurs., May 22, at 5.

PRICES FOR THE COMPLETE CYCLE.—Boxes, £42 and £28; Orchestra Stalls, £6 14s.; Stalls Circle, £4 10s.; Balcony Stalls, £4 6s.; Amphitheatre Stalls, £3; Gallery (reserved), £1 3s.

Owing to the large number of Season subscribers, accommodation available for these performances is strictly limited. Applications should be made BY POST to Box-office Manager, Royal Opera, Covent Garden, W.C.2.

THEATRES

ADELPHI. Props., J. and R. Gatti. Tem. Bar 2522. NIGHTLY at 8.15. Mats., Thurs., Sat., at 2.30.
THE HOUSE THAT JACK BUILT.
New Revue by Ronald Jeans, Ivor Novello, Douglas Furber. With CICELY COURTNEIDGE, JACK HULBERT. SEATS FROM 2s.

ALDWYCH. Tem. 6404. NIGHTLY, at 8.15. Matinées, WED. and FRI., 2.30.
TOM WALLS and REGINALD HIGHLEY present RALPH LYNN in *"A NIGHT LIKE THIS."*
A New Farce by BEN TRAVERS. Mary Brough, Winifred Shotter and TOM WALLS.

AMBASSADORS. 2.30, 8.30. Tues., Fri., 2.30.
THE MAN IN POSSESSION.
With ISABEL JEANS and RAYMOND MASSEY. Preceded by "THE CONFEDERATES." (Tem. 1171.)

APOLLO. 8.30. Thurs., Sat., 2.30. Ger. 6970.
ALMOST A HONEYMOON
A Farcical Comedy by WALTER ELLIS.

COMEDY. EVGS. at 8.30. Gerrard 8978. Mats., TUESDAY and FRIDAY, at 2.30.
"ODD NUMBERS."
A Farcical Comedy. By George Arthurs and Arthur Miller. HENRY KENDALL, HUNTLEY WRIGHT.
"Abundant laughter . . . host of bright ideas."—*M. Post.*
"Romping jollity."—*Evening News.*
"Laughter all the way."—*Daily Chronicle.*

COURT. (Sloane 5137.) Pop. Prices. Evgs., 8.15.
"MISALLIANCE."
By BERNARD SHAW. Mats., Thurs., Sat., 2.30. Esme Percy, Rosalinde Fuller, IRENE VANBRUGH.

CRITERION. 2.30 & 8.30. Tues., Sat., 2.30. SAT. EVENING NEXT, APRIL 5, IS THE 842ND PERFORMANCE IN LONDON OF *MILESTONES.*
By Arnold Bennett & Edward Knoblock. (Last 2 Weeks.)
"PROVED AS CHARMING, AS HUMOROUS, AS BEAUTIFUL AND AS CHALLENGING AS EVER."—Hannen Swaffer.
"A GREAT PLAY."—James Agate.
"SHOWS 1930 HOW FUNNY IT WILL LOOK IN 1940. . . . ONLY FOOLS WILL MISS THE CHANCE."—James Douglas.

DALY'S. (Ger. 0201.) 8.30. Mats., Wed., Sat., 2.30. BASIL FOSTER and TOM MILLER present
"A SONG OF SIXPENCE."
BY IAN HAY and GUY BOLTON.

DOMINION, Tottenham Court-rd. Mus. 2176. NIGHTLY, at 8.15. MATS., WED. & SAT., 2.30. THE ROMANTIC MUSICAL COMEDY.
SILVER WINGS.

HARRY WELCHMAN	LUPINO LANE
DENNIS HOEY	DONALD MATHER
DESIREE ELLINGER	EMMA HAIG

ALL SEATS BOOKABLE. 2s. to 8s. 6d., PLUS TAX.

DRURY LANE. (Temple Bar 7171.) EVGS., at 8.15. MATS., WED., SAT., 2.30.
DENNIS KING in
"THE THREE MUSKETEERS."
A ROMANTIC MUSICAL PLAY.

DUCHESS. (Temple Bar 6888.) (Smoking.) EVGS., 8.30. Mats., Thurs. and Sat., 2.30.
THE 2 INTIMATE REVUE.

DUKE OF YORK'S. Props., Willhut, Ltd. Tem. Bar 5122. (Smkg.) TUES. NEXT, April 8, at 8.
SUSPENSE.
By Patrick MacGill.

FORTUNE. (Temple Bar 7373.) NIGHTLY at 8.30. Mats., Thurs. and Sat., at 2.30. TOM WALLS presents
"CAPE FORLORN."
By Frank Harvey.
MARDA VANNE, EDMUND WILLARD. FRANK HARVEY, LOUIS BRADFIELD.

GAIETY. Tem. Bar 6991. TO-DAY, 2.30, 8.15. Mats., Tues. and Fri., 2.30
"DARLING, I LOVE YOU."
A New Musical Play, with GEORGE CLARKE.

GARRICK. (Tem. 8713.) 8.30. Thurs., Sat., 2.30. The Daniel Mayer Co. present TALLULAH BANKHEAD.
"THE LADY OF THE CAMELLIAS."

HAYMARKET. Evgs., 8.30. Wed., Sat., 2.30.
THE FIRST MRS. FRASER.
A Comedy by ST. JOHN ERVINE. MARIE TEMPEST and HENRY AINLEY.

HIPPODROME, LONDON. (Ger. 0648.) FRIDAY NEXT, 8.15. 1st PERF. of
"THE CO-OPTIMISTS OF 1930."
Subs. Evgs., 8.30. 1st Mat., Sat., 5th, at 2.30.

HIS MAJESTY'S. Proprietor: Joseph Benson. Licensee: W. C. Gaunt. NIGHTLY, at 8.30. Mats., WED. and SAT., 2.30. CHARLES B. COCHRAN'S PRODUCTION.
"BITTER SWEET."
An Operette by NOEL COWARD.

LITTLE. (Temple Bar 6594.) NIGHTLY, 8.30
"FRANKENSTEIN."
MATS., WED. & SAT., 2.30. Seats from 3s. 6d.

LONDON PAVILION. NIGHTLY, at 8.15. Matinees, TO-DAY and THURS., 2.30.
CHARLES B. COCHRAN'S *1930 REVUE.*

LYRIC. (Ger. 3686.) Licensee, A. C. Belsey. NIGHTLY, at 8.30. MATS., WED., SAT., 2.30.

Imperial and Foreign News

MR. GANDHI'S CAMPAIGN

A FIASCO AT NASIK

(FROM OUR OWN CORRESPONDENT)

BOMBAY, MARCH 31.

A public meeting at Nasik yesterday called to support Mr. Gandhi's campaign proved a fiasco. About 2,000 persons attended, but it was soon evident that they were mostly orthodox Hindus, who, far from supporting Mr. Gandhi, wished to express their displeasure with the Congress leaders for sympathizing with the "untouchables." Appeals for volunteers for Mr. Gandhi's "army," and for the making of a bonfire of foreign cloth on April 6, did not elicit any response. The meeting broke up after much disorder and stone-throwing.

Reports from Ahmedabad state that Manilal Kothari has taken the title of Mr. Gandhi's lieutenant in the absence of Mr. Vallabhai Patel [who is in prison]. About 400 volunteers who have enlisted in the Ahmedabad district are being organized by Kothari. Instead of trying to manufacture salt, they will endeavour to bring contraband salt from Dholera and Kharaghoda for sale in Ahmedabad and in neighbouring villages. Propaganda is being conducted on a large scale, and a social boycott of Government officials has been started throughout the Ahmedabad district.

In Bombay City some Indian merchants who deal in foreign cloth are endeavouring to boycott Manchester piecegoods in support of Mr. Gandhi's movement. At a private meeting of the Bombay Native Piecegoods Association proposals for stopping business wholly, or for a limited period, were discussed. There is a sharp divergence of opinion among the 450 members of the association, but the majority appears to be opposed to a boycott. It is estimated that the stock of British cloth on the Bombay market is 28,000 bales, worth about 3 crores [£2,250,000], and the expected arrivals are reckoned at three times that amount. Japanese competition is increasing, and therefore it becomes difficult for cloth merchants to be patriotic and to dispose of their goods without suffering serious loss under the boycott proposals.

CAMPAIGN IN UNITED PROVINCES

(FROM OUR CORRESPONDENT)

ALLAHABAD, MARCH 30

Sir Montagu Butler arrived at Nagpur yesterday after four months' leave, and resumed his duties as Governor of the Central Provinces, taking over from Mr. Tambe, acting Governor.

A *United Provinces Gazette Extraordinary* notifies that collectors at Allahabad and Agra and the Deputy Commissioner at Rae Bareli have been invested with the powers of Assistant Commissioners under the Indian Salt Act.

Pandit Motilal Nehru has written to Pandit Jawaharlal Nehru, his son, who is President of the Congress, offering to present "to the nation" his old house at Allahabad, Anand Bhawan, and suggesting that the most appropriate use to which it could be put would be to make it the permanent headquarters of the Indian National Congress. Pandit Jawaharlal has accepted the offer on behalf of the Congress. The house will be renamed Swaraj Bhawan (Independence Hall).

A meeting of the Allahabad Youth League at Anand Bhawan yesterday passed an amended resolution supporting the civil disobedience campaign and urging members actively to take part in it. Hesitation was shown by some of those present to support the original resolution, which was interpreted as making it compulsory upon League members to take part in the movement, and the resolution was consequently amended.

INDIAN COTTON TARIFF

BILL PASSED BY ASSEMBLY

(FROM OUR OWN CORRESPONDENT)

DELHI, MARCH 31

The Cotton Tariff Bill passed its third reading in the Legislative Assembly today without a division, the Nationalist Party walking out. Mr. Chetty's amendment to limit the extent of the preference to Great Britain was carried by 62 votes to 42.

In the course of the debate Mr. Patel, the President, in a statement on Pandit Madan Mohan Malaviya's three questions on the interpretation of the Fiscal Autonomy Convention, said that it was not necessary for him to give an authoritative interpretation of the Convention, and he could not prevent members from voting.

The Government, after the lunch interval, declined to recede from its position. Mr. Jinnah, Sir Purshotamdas Thakurdas, and Sir George Rainy, a Commerce member, strongly supported the Bill and Mr. Chetty's amendment and opposed Pandit Malaviya's amendment, contending that it was both unworkable and would not give the cotton industry the protection necessary. Pandit Malaviya's amendment was rejected by 60 votes to 44. The House also rejected by 49 votes to 35 a Nationalist amendment to delete the clause for the protection of the yarn manufacturer. The President, before putting the final question, said that in his opinion, as the official members were voting, the vote of the whole House would not be a free vote.

The Nationalist Party in the past week has thrice discussed a "walk-out" and thrice decided against it, but on the third reading of the Bill to-day Pandit Malaviya, after a brief speech, left his seat and went out, and the whole party, except some in the lobby, followed him.

The Bill passed, the House immediately proceeded to other business, which was completed in an hour and a half. Before the adjournment the President said that he would like members to shake hands with him, as perhaps there would be no Simla Session in the summer, and if there was one, perhaps all of them would not be there. So the members remaining in the House shook hands, and the House adjourned *sine die*.

FRENCH FINANCES

(FROM OUR OWN CORRESPONDENT)

PARIS, MARCH 31

The Vote on Account for April rendered necessary by the delay in passing the Budget came before the Senate this afternoon, having been rushed through all its stages in the Chamber during the course of the morning. The Senate adopted it by 280 votes to 17, and then resumed its discussion of the Budget Estimates.

The total amount of the Vote on Account was about 4,700,000,000f. [£39,000,000]. The Bill gave effect to certain reductions of taxation already adopted by the Chamber. The proposal to reduce the taxes on certain financial and Bourse transactions has not yet been discussed and will suffer a further postponement as the result of the delay in passing the Budget.

At the Foreign Ministry in BELGRADE yesterday ratifications were exchanged of the agreements concerning the liquidation of properties extending over the Yugoslav-Bulgarian frontier, signed in Sofia on February 14.

DISORDERS AT LENS

SOCIALISTS ATTACKED BY COMMUNISTS

(FROM OUR OWN CORRESPONDENT)

PARIS, MARCH 31

Bands of Communists attacked and broke up a procession of Socialists at Lens yesterday. The police were obliged to use firearms, and 12 persons were wounded, one very seriously.

The procession was organized by the local Socialist Party and the Miners' Union as part of a peace demonstration, at which speeches were to be made by M. Paul-Boncour and by representatives of the Confédération Générale du Travail. Communists mixed with the procession and began to shout and blow whistles when it moved off. Others posted themselves at the Town Hall, where the meeting was to be held, and cut off the Socialists from the entrances. M. Paul-Boncour was separated from his friends and mobbed before he could get into the Town Hall.

After a good deal of fighting the police were able to clear the streets. They used their revolvers in rescuing an inspector who was mobbed by a group of Communists. The seriously wounded man took no part in the rioting, but was hit in the head by a bullet as he crossed the street. Another man fell off a roof from which he was watching the fighting.

DESECRATION OF BERLIN CHURCH

(FROM OUR OWN CORRESPONDENT)

BERLIN, MARCH 31

Another Berlin church, the Thomaskirche, was daubed on Saturday night with anti-religious inscriptions, "Death to the priesthood" and "Out of the church." At Duisberg, where the local Communists are said to have publicly announced their intention of desecrating the churches, volunteer guards kept watch. One of the volunteers was stabbed while his companions were absent, and three men have been arrested on suspicion of having assaulted him.

"RED SUNDAY" ARRESTS IN SWITZERLAND

(FROM OUR CORRESPONDENT)

GENEVA, MARCH 31.

The "Red Sunday" organized yesterday by Communists at Basel and Zürich was a fiasco. Some 500 Communists marched through the streets at Basel, where a number of Germans who tried to come into Switzerland were arrested by frontier guards. At Zürich 2,000 Communists marched in procession and held an open-air meeting at which M. Motta, Chief of the Federal Political Department, was hanged in effigy, and the Fascist régime and the Socialists were violently abused in speeches. Two of the speakers, who had come from Germany and were particularly vociferous against Switzerland and the Swiss Government, managed to escape, but eight other demonstrators who tried to create disorder were arrested.

THE YUGOSLAV BUDGET

INCREASED ADMINISTRATIVE EXPENDITURE

(FROM OUR CORRESPONDENT)

BELGRADE, MARCH 30

Details of the second Budget of the Dictatorship were announced yesterday.

Expenditure is estimated at 13,348,013,160 dinars [about £48,000,000], an increase of 883,538,248 dinars [about £3,200,000] on last year's Budget. The estimates for the Ministry of War are increased by 94,317,107 dinars, for the Ministry of the Interior by 85,819,033 dinars, and for the refunding of national debts by 121,513,996 dinars. Debt payments will, however, be made out of reparation payments, which are included in the estimates of revenue.

The increase in expenditure is balanced in the estimates by a higher yield from direct taxes, monopoly revenues, and Customs revenues. The explanatory letter of the Ministry of Finance accompanying the Budget says that the increase is not so great as it appears, since many additional sums had to be voted in the course of last year. It adds that the increase is due in part to new laws, such as that creating the new administrative division, which will require about 55,000,000 dinars additional expenditure.

The Minister of Finance states that the funding of the foreign debts is almost completed and that a final settlement with the French holders of the pre-War loan bonds will be arrived at before the end of this month.

Details are published of the organization of the nominated Banat Councils which are to take the place of the former elected county councils. The councils will consist exclusively of members appointed by the Minister of the Interior. He will appoint one member for each district, so that the number of members of the councils will vary according to the number of districts in the Banats. These Banat Councils will be advisory bodies. They will number nine, with a total membership of 522.

THE CEYLON REFORMS

AMENDMENT OF THE FRANCHISE CANVASSED

(FROM OUR CORRESPONDENT)

COLOMBO, MARCH 31

The possibility that Lord Passfield's modification of the franchise articles of the Constitutional reforms proposed for Ceylon in the Donoughmore Report may be amended, in view of the recent resolution passed by the Indian Assembly (on the ground that the Government of India was not consulted), is arousing discussion throughout Ceylon.

Amendment is being canvassed in various quarters, but the Lanka Mahajana Sabha (People's Association), which has the largest membership of any association in the island, has passed a resolution urging non-cooperation in the working of the new Constitution in the event of any change in the franchise proposals that would affect non-domiciled British subjects resident in Ceylon. Other Nationalist and semi-Nationalist organizations have passed similar resolutions. It is contended that Lord Passfield's modifications of the franchise articles were a *sine qua non* of the acceptance of the Constitution by the people.

*** The Ceylon Legislative Council accepted on December 12 the Constitutional reforms recommended by the Donoughmore Commission with slight modifications adopted by Lord Passfield, Secretary of State for the Colonies, at the direct suggestion of the Governor. The modifications included a "domicile test," on a basis of five years' proved residence, for British subjects resident in Ceylon as qualification for inclusion in the franchise register. On February 11 the Delhi Legislative Assembly adopted a resolution recommending that the reforms should be delayed and steps taken to return to the original recommendations of the report.

AUSTRALIAN AIRMEN FOUND

SYDNEY, March 31.—The search party which set out on Saturday has found Mr. Smith and Lieutenant Shiers, the airmen who made a forced landing about 40 miles from Wyndham, North-West Australia, while on a flight by stages from Sydney to England. A wireless message from their aeroplane, retransmitted from Wyndham, says:—"Search party arrived; all O.K."—*Reuter.*

CANADA AND U.S. TARIFF

REPRISALS PROBABLE

(FROM OUR OWN CORRESPONDENT)

OTTAWA, MARCH 31.

It is now almost certain that the Budget, which last year was introduced on March 1, will not be submitted until after the Easter recess, which ends on April 24. All hopes that the United States Tariff Bill in its final form would do comparatively little damage to Canadian trade have now been abandoned. The Bill threatens to have adverse effects on about $75,000,000 (£15,000,000) worth of Canadian exports, and is likely to exclude completely a substantial proportion of them.

The Dominion Government had hoped to be able to avoid a policy of tariff reprisals, but the state of public opinion makes it probable that it will do more than indulge in gestures. It is now believed that the Budget will contain important tariff changes, particularly with regard to iron and steel. As the problem of tariff revision bristles with difficulties, it is considered desirable that the Liberal members should have the opportunity afforded by the recess of sounding opinion in the constituencies before the final terms of the Budget are settled.

The low tariff wing of the Cabinet, with the backing of the Western supporters, is known to be disposed to a fiscal policy which would offer British manufacturers a wider market in Canada, in the expectation that such a move would ensure the absorption of a larger quantity of Canada's farm produce by the British market. But the difficulty is to win acceptance for such a policy from the Liberals of Quebec, as the industrial interests of that province suffer more than any others from the incidence of British competition, and are strongly opposed to its intensification.

CANADA AND THE BRITISH WEST INDIES

PROPOSED CUSTOMS UNION

(FROM OUR OWN CORRESPONDENT)

OTTAWA, MARCH 31

In the House of Commons to-day, Mr. Gardiner, the Leader of the Progressives, asked if the Government had any intention of assuming responsibility for the British West Indies, as had been suggested by Lord Willingdon, the Governor-General, in his Toronto speech. Mr. Mackenzie King, the Prime Minister, replied that he was not aware of it. Mr. Woodsworth, Labour, then asked if Lord Willingdon had been expressing the view of the Government, and the Prime Minister answered that the opinions expressed by Lord Willingdon were purely personal.

It is understood, however, that representations have recently come from Jamaica and other Colonies in the West Indies, proposing a Customs union with Canada.

ITALIAN ARTIST'S EXPERIENCE

DISCIPLINARY MEASURES AGAINST POLICE

(FROM OUR OWN CORRESPONDENT)

ROME, MARCH 31

The detention by the police the other evening of the well-known young painter, Signor Gisberto Ceracchini, has been the subject of some indignant comment by his friends, and has also, it is said, been a topic of conversation in the lobbies of the Chamber.

It is not surprising to learn to-day, therefore, that a rigorous inquiry has been made into the circumstances. The arrest, it is now announced, "was not in conformity with the regulations," and it is added that "disciplinary measures" have been taken against the responsible officials.

Both Signor Ceracchini and the editors of the newspapers who published his letter have been widely congratulated on their public spirit in making the facts known.

*** As related by our Rome Correspondent in his dispatch published in *The Times* on Saturday, Signor Ceracchini, in a letter to the Press, stated that as he was returning home at 11.30 on the night of March 26 he was stopped by a detective, who asked to see his papers. In addition to his identity card, Signor Ceracchini produced various documents. These did not satisfy the official, and he was taken to the nearest police station, where he was kept until 2 o'clock the following afternoon. Signor Ceracchini stated that while in confinement he was subjected to various indignities.

THE NIGERIAN RIOTS

PROGRESS OF INQUIRY

(FROM OUR CORRESPONDENT)

ABA (NIGERIA), MARCH 30

The Commission of inquiry into the recent disturbances in South-eastern Nigeria has returned to Aba after completing the first three weeks of its investigations in sittings at Umudike, near Umuahia, and at Owerri. The proceedings in both these areas were followed with the greatest interest by the large crowd of natives who attended to listen or give evidence. Nearly 200 witnesses have been heard. The Commission will proceed to Opobo on Wednesday, afterwards sitting at Aba.

*** The disturbances in South-eastern Nigeria began early last December in a village near Opobo, where a political officer was attacked, a native court burnt down and telegraphic communication destroyed. Demonstrations occurred at Umuahia and later at Imo River and Nbwasi. European merchants' stores being looted and loyal natives killed. Europeans, some of them women, were attacked at Aba. The disturbances continued throughout the month. The rioting at Opobo on December 16, began with a parley between a mob of women and the District Officer, while men armed with hatchets hung round the outskirts of the mob. At a critical moment a platoon of troops arrived, but were pressed back by the mob. The lieutenant in command warned the mob many times that he would order the troops to fire if the disorder continued. The women pressed the troops to the wall of the station and were snatching at their rifles when the order to fire was given, and some 18 women were killed.

NEW CHIEF JUSTICE OF AUSTRALIA

SYDNEY, March 31.—Sir Adrian Knox, who had been Chief Justice of the High Court of the Commonwealth of Australia since 1919, has resigned his post, and Sir Isaac Isaacs has been appointed to fill the vacancy.

Sir Isaac Isaacs, who has been a Judge of the High Court since 1906, was born at Melbourne in 1855. He was a member of the Convention which in 1897 framed the Commonwealth Constitution, and after being Solicitor-General and Attorney-General of Victoria was Commonwealth Attorney-General in 1905-6 and Acting Chief Justice in 1927 and last year.

In announcing his decision to retire, Sir Adrian Knox said that large gifts under the will of a friend involved his participation in a business carried on in Australia.—*Reuter.*

The members of the PALESTINIAN Arab delegation now in London were received yesterday by the Prime Minister and by Lord Passfield, Secretary of State for the Colonies.

FASCIST MILITIA'S TRAINING

"THE NATION UNDER ARMS"

(FROM OUR OWN CORRESPONDENT)

ROME, MARCH 31

A special edition of the *Milizia Fascisti* has been issued to-day in explanation of decisions taken on Saturday night by the Fascist Grand Council. After noting that within the present year all the 300,000 Black Shirts would be armed with the rifle, the Fascist Grand Council decided that the "first cohort-battalions must incessantly perfect their military training in a perfect spirit of comradeship with the Army and other armed forces of the State"; determined that "the number of first cohort-battalions must be increased within the next two years"; and laid down that frequent special courses for Militia officers must be organized in order constantly to improve their professional preparedness.

Furthermore, the Grand Council ordered General Teruzzi, Chief of Staff of the Militia, to "draft a legal statute for the officers and Black Shirts of the first cohort-battalions, which are two in number and form part of the divisions of the Army. As regards the Black Shirts of the first cohort-battalions, such legal statute ought to be based upon these principles—first, an undertaking on the part of the Black Shirts to remain for 10 years in the first cohort-battalion; secondly, rewards of a moral and a practical order at the end of the 10 years served."

These resolutions, it is pointed out by the editor of the *Milizia Fascisti*, introduce into the military life of Italy "an absolutely new principle which may be called that of permanent volunteering." This permanent volunteering, the writer continues, marks a further advance towards solving the problem of the nation under arms. Italy, unlike other countries, will one day have a nation under arms upon a principle permitting the country "not to have an excessive force in barracks while at the same time it possesses a force engaged to serve for 10 years in reply to every demand which, in addition to being made for instruction, shall be made for reasons of public order and also for reviews and meetings."

Thus, it is pointed out elsewhere, volunteering is to be made a much more serious undertaking than before. If the spirit of Garibaldi is still to be fostered and encouraged the same happy-go-lucky methods of Garibaldian campaigning are felt to be no longer compatible with modern warfare, and the Militia, in proportion as it sends more and more cohort-battalions to fight alongside the regular Army, must be trained and organized as strictly and technically as the Army itself.

AUSTRALIAN ECONOMIC POLICY

SUPPORT FROM CHAMBERS OF COMMERCE

(FROM OUR CORRESPONDENT)

ADELAIDE, MARCH 31

The annual congress of the Associated Chambers of Commerce of Australia opened here to-day. Delegates attended from throughout Australia. The congress, which will last four days, was opened by Sir Alexander Hore-Ruthven, the Governor, who said that many thought a scheme for trade within the Empire unduly idealistic, but he was sure that all agreed that freer and fuller trade was within the sphere of practical politics.

Widespread discussion, he continued, had educated public opinion as to the necessity of some effort. Such discussions need not limit the right of each Dominion to frame its own commercial laws from the standpoint of its own industries and development, but there was room for every form of economic cooperation.

Mr. W. B. Darker (Queensland), president of the congress, said that the greatest care and wisdom was needed in the control of gold holdings because of the danger of inflating the note issue, which, once done, it will be necessary to continue with ultimate financial disaster. There was at least a risk of the gold standard becoming the master and not the servant of their economic life. Though the commercial community was nervous over the recent amendment of the Commonwealth Bank Act, it was satisfactory to find unanimity between the Commonwealth Bank and the trading banks regarding gold reserves. The action of the banks in raising exchange rates would help to restore industrial prosperity, however unpleasant the process might be. One of the most serious burdens at present was taxation, and frequent Government loans had absorbed too much of the capital that was needed to maintain existing industries.

On the motion of Mr. Knox, president of the Melbourne Chamber of Commerce, the following resolution was carried:—

This conference considers it important to make clear the fact that, while it believes that drastic steps are necessary for the improvement of Australia's financial and economic position, it regrets the present adverse consequences to Great Britain, and expresses the hope that Australia's action will not be interpreted as indicating a lack of Empire spirit, but that it will be understood that such action is taken with the sole object of the speedy restoration of Australia's economic and financial position.

N.S.W. COAL DISPUTE

(FROM OUR CORRESPONDENT)

SYDNEY, MARCH 31

The New South Wales miners' delegate convention this afternoon issued a statement to the effect that the men "are as solid as ever and determined to fight on" and expected a prolonged struggle. Many observers, however, do not share this opinion of the men's solidarity.

SYDNEY, March 31.—The report of the Royal Commission on the N.S.W. Coal Industry, under Mr. Justice Davidson, has been issued. Recommendations include the appointment of a Coal Board with power to issue licences for coal-mining, to fix wages and hours in the industry, to license coalminers, fix the selling price of coal, and eliminate uneconomic mines. A levy of ¾d. a ton of coal annually is suggested in order to provide the money for the Board's expenses and the cost of closing uneconomic mines.

The Commission states that it will be necessary for the Government to finance the scheme temporarily until it is firmly established. It is anticipated that, after providing for a levy fund, a reduction in the price of Maitland large coal from 25s. a ton to between 19s. and £1 a ton would be possible.—*Reuter.*

MME. HANAU'S HUNGER STRIKE

(FROM OUR OWN CORRESPONDENT)

PARIS, MARCH 31

The case of the *Gazette du Franc* came up for trial in the Paris Courts on Saturday, but was adjourned until May 15 owing to the absence of the accused, Mme. Hanau, who is lying in prison ill as the result of her recent hunger-strike.

The Court decided to allow the provisional release of Mme. Hanau on bail of about £6,500 owing to the state of her health. She has been in prison for 16 months. Mme. Hanau, who has given up her hunger-strike since she returned to prison from hospital, protested against the amount of the bail, which she said she could not provide. She will be transferred to a nursing home.

SOVIET GRAIN FOR BRITAIN

"COMPETITION WITH CANADA"

(FROM OUR OWN CORRESPONDENT)

RIGA, MARCH 31

The Soviet Press publishes an account of the working of the five-year development plan. In regard to the export of agricultural produce, the determination is expressed to continue the export of grain and even to increase the quantities provided for in the plan.

In order to compete with Canadian wheat the Soviet Government will send out the best grain abroad, especially to London, as it is useless to offer capitalist markets anything but the best, and the inferior qualities will be consumed within the U.S.S.R. The North Caucasus, Crimea, and Lower Volga, which produce some of the best wheat, must be converted into export territories, growing wheat exclusively for markets abroad and covering their own requirements with inferior qualities from other districts of the U.S.S.R. The Ukraine and Middle Volga must export as much as possible, and use the remainder for their own needs and the needs of adjacent territories.

According to an official report of the proceedings of the recent Moscow district Communist conference, an investigation was made of the present stage which the collectivization of agriculture has reached. This showed that a rapid decline of the process set in during March. Details for the whole Union were not available, but it was pointed out that the provinces round Moscow were more or less representative of the general state of affairs. On February 20 about 72 per cent. of the cultivated area had been collectivized, but on March 20 only between 20 and 30 per cent. remained collectivized, the peasants having withdrawn as soon as Stalin and the Central Committee of the Communist Party ordered the cessation of violence.

NEW BELGIAN CANAL

CONSTRUCTION TO BEGIN NEXT MONTH

(FROM OUR CORRESPONDENT)

BRUSSELS, MARCH 31

The Belgian Cabinet decided to-day that the opening ceremony in connexion with the construction of the projected Antwerp-Liége Canal shall take place at the beginning of May. The King will cut

the first sod at Vronhoven, on the border of the provinces of Limbourg and Liége. His Majesty will be attended by his Ministers, and the party will travel by boat down the Meuse from Vronhoven to Liége, where the official ceremony will be held.

The Liége-Antwerp Canal will give the Belgians a water route entirely within their own territory. The existing route, *via* the Campine Canal and the Zuid-Willemsvaart, passes through Dutch territory at Maastricht. An article describing the projected canal appeared in *The Times* of March 25.

CHURCH AND STATE IN ITALY

FURTHER RAPPROCHEMENT

(FROM OUR OWN CORRESPONDENT)

ROME, MARCH 31

The recent *rapprochement* between Church and State has advanced a step farther. Both the Vatican and the Fascist authorities are now trying to explain these good relations to their respective organizations. The secretary of the Fascist Party has issued a special circular to the provincial authorities stating that there is no incompatibility between the simultaneous membership of the Azione Cattolica and of the Fascist Party, and consequently of the various institutions of the régime.

This document was last night referred to with cordial satisfaction by the Pope in a speech delivered to a Catholic deputation. The reports of an alleged "incompatibility" between the Azione Cattolica and the associations and institutions under the ægis and inspiration of the Government régime had, the Holy Father said, distressed him. In the denial of this incompatibility the Pope saw "wider possibilities for cooperation and propagation of the good and the spread of the reign of Christ."

In the course of his speech his Holiness also referred to a letter published to-day which Cardinal Pacceli, the Secretary of State, has sent to Signor Ciriaci, President of the Azione Cattolica Italiana. In these days, the Pope said, when the world was "especially in certain directions becoming more and more pagan," there was a greater need of the laity coming to the help of the religious hierarchies. The object of the letter, which, the Holy Father continued, he had for a long time been preparing in meditation and prayer, was an appeal for the "collaboration, cooperation, and help of the great Catholic family."

The text of the letter, the first issued by Cardinal Pacceli as Secretary of State, seems to reflect a more specific aim than that expressed in the Pope's speech, inasmuch as it makes a special plea for "an ever more perfect harmony and an ever more efficient cooperation between the various forms of the Christian apostolate."

EASTERN EUROPEAN REPARATIONS

THE HUNGARIAN SETTLEMENT

(FROM OUR OWN CORRESPONDENT)

PARIS, MARCH 31

The international Committee for Eastern European Reparations met this afternoon at the offices of the Reparation Commission. M. Loucheur presided, and there were also present Count Bethlen (Hungary), M. Benesh (Czechoslovakia), M. Titulescu (Rumania), and M. Marinkovitch (Yugoslavia), together with the representatives of the Powers beneficiary under the Young Plan.

The meeting had been summoned at the instance of Great Britain, France, and Italy, in order that the final agreements between Hungary and the countries of the Little Entente, which had been left vague at the last conference on the Young Plan, should be completed. M. Loucheur is understood to have pointed out to the delegations the importance of reaching an understanding without delay, since it is impossible to put the Young Plan into operation until the points in dispute have been settled.

M. Loucheur was asked to consult the various delegations and to call another plenary meeting when he had obtained their views. The next plenary meeting was provisionally fixed for Wednesday afternoon. Directly after the meeting M. Loucheur began his consultations with the heads of the delegations.

Telegrams in Brief

The new Belgian steamer Princess Astrid will be placed on the OSTEND-DOVER service on Easter Monday.

King Alexander of YUGOSLAVIA on Saturday ratified the Bulgaro-Yugoslav frontier agreement signed in Sofia on February 14.

Midnight of April 14-15 has been fixed by the Belgian Government for the opening of the air service between BRUSSELS and LONDON.

Seven persons were killed and 12 injured when a steamer returning to Portland, OREGON, from Vancouver, was rammed in the Columbia River by a coastal steamer.—*Reuter.*

Representatives of the Sheffield municipality, who have gone to BERLIN to make arrangements for a visit of 20 Sheffield schoolboys with three teachers to Berlin municipal schools, and a similar visit by German schoolboys and teachers to Sheffield, were on Friday the guests at a reception given by the Prussian Minister for Education, Herr Grimme, at which the British Ambassador, Sir Horace Rumbold, was present.

The Supreme Court of CANADA is being called upon to interpret the will of Sir John A. Macdonald, the first Prime Minister of the Dominion, dated September 4, 1890, and determine who are entitled to the body and income of the estate in the event of the death of the existing beneficiaries of the will. A similar application has been made to the Courts in Toronto for an interpretation of the will of the late Edward Blake, who led the Liberal Party for 10 years, and was Sir John Macdonald's political opponent.

ART PURCHASES IN U.S.

£50,000,000 SPENT LAST YEAR

(FROM OUR OWN CORRESPONDENT)

NEW YORK, MARCH 31

A survey just finished by American art dealers' associations shows that Americans in 1929 spent approximately $250,000,000 [£50,000,000] on works of art. About one-third of the total was spent upon old masters. Among noteworthy examples of this group sold publicly last year were Piero della Francesca's "Crucifixion," which brought $375,000 [£75,000], and a Madonna by Fra Filippo Lippi, which brought $125,000 [£25,000]. Most remarkable of other important single sales was that of a Romney portrait of Elizabeth, Duchess-Countess of Sutherland, for $250,000 [£50,000].

Nearly two-thirds of the money spent on works of art went for contemporary paintings, mural decorations, sculptures, and prints. Print-collecting has become a hobby with many Americans, and over $25,000,000 was spent for etchings, lithographs, woodcuts, mezzotints, and antique prints. According to the dealers' survey the value of the works of art sold in America in 1929 was greater than in any other year since 1913. The only slack period in the year was November and December, after the stockmarket crash, and that period was unique in financial panics in that it brought no great private picture collections into the market.

DISCOVERY'S ARRIVAL AT ADELAIDE

(FROM OUR CORRESPONDENT)

ADELAIDE, MARCH 31

The Discovery, with the Mawson Expedition on board, arrived to-night, but she is anchored in the roadstead awaiting pratique at daylight. The ship's mails were taken out by the Commonwealth Navigation Officer and eagerly received. Mr. Douglas Mawson shouted that all was well and that they were delighted at their homecoming.

The Governor-General, Lord Stonehaven, flew from Canberra to-day, and will join in the official welcome to-morrow morning. The Discovery will remain here for about a week.

Other Foreign News on following page

A New Vogue in Motorcars

THE HUMBER "SNIPE"

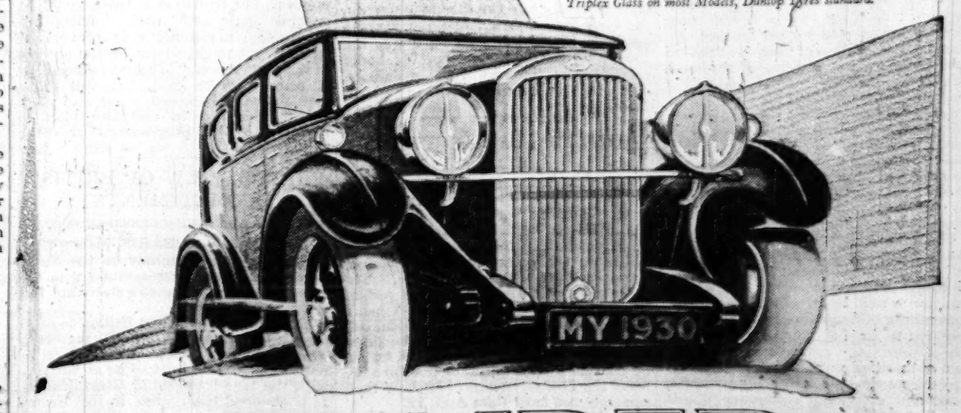
WITH THE "SILENT THIRD" GEAR

Here is a car that will make you revise all your previous ideas of motor-car performance . . . . make you wonder that such cars were not possible before. But only Humber could build a car like the "Snipe" . . . only Humber with thirty full years' experience of the building of fine cars. The "Snipe's" performance will amaze you. Not merely its 75 m.p.h. . . . not merely its 10-30 m.p.h. inside 9 seconds on top gear . . . but the consummate ease with which it accomplishes all. And then . . . . the delight of its Silent Third Gear with acceleration that gives a new zest to motoring. You should . . . . . you must . . . . try the "Snipe" for yourself. Send for the Catalogue K/52 to-day.

"Snipe" Touring Car - - - - - - - - £495
"Snipe" Saloon - - - - - - - - - - £535
"Snipe" Six-Light Weymann Saloon - £535
"Snipe" Four-Door Weymann Coupé - £545
"Snipe" Drop-Head Coupé - - - - - £565

9/28 h.p. Saloons - - from £290
16/50 h.p. Models - - from £410
20/65 h.p. Models - - from £475
"PULLMAN" Models - from £775

All 16/50 h.p. and "Snipe" closed models can be supplied with a Sliding Roof at an extra cost of £10
Triplex Glass on most Models, Dunlop Tyres standard.



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SUCH CARS AS EVEN HUMBER NEVER BUILT BEFORE

CLEARING THE SLUMS

NEW HOUSING BILL

TWO METHODS

CHANGED BASIS OF GRANTS

(From Our Parliamentary Correspondent)

The text of the Government's new Housing Bill is issued this morning and Mr. Greenwood, the Minister of Health, will move the second reading some time next week. The measure is of a comprehensive character, for in addition to the question of slum clearance and improvement, it attempts to tackle the acceleration of rural housing and to provide small houses for aged persons. It consists of 56 clauses and five schedules and is accompanied by a financial memorandum.

The Bill is drawn on the assumption that if an ordered attack is to be made on slum conditions the local authority must direct its attention to three broad classes—clearance areas where conditions are so bad that the only remedy is clearance; improvement areas, which are semi-slum areas which are degenerating into slums, partly because of overcrowding and partly because of unsatisfactory buildings; and individual houses which are in need of repair or are so bad that they must be demolished. The first part of the Bill deals with clearance areas and improvement areas, and the second part with individual insanitary houses. The definition of a clearance area is substantially the same as that of an unhealthy area under the present law.

COMPULSORY PURCHASE

The area can be cleared in two ways—by requiring the owners to demolish the buildings or by the local authority purchasing the area and then arranging for the demolition. The first method is new and is intended to enable the local authority to secure the removal of a bad slum without being obliged to incur the heavy capital expense of purchase and clearance. The local authority will make a clearance order which must be confirmed by the Minister of Health—after a local public inquiry if objections are raised. When an order has been made it will be the owners' duty to demolish the buildings. If they fail to do so the local authority will be empowered to demolish and to recover the cost. The cleared site will remain with the owners, who may, subject to local by-laws, dispose of it or redevelop it as they think fit.

The second method of dealing with a clearance area will be by purchase by the local authority which would itself undertake the removal of buildings on the site. The procedure is intended to be simpler and more expeditious than that at present in operation, and does away with the necessity for a formal scheme. The local authority, having bought the land by agreement or by compulsion, must proceed to demolish the buildings and either appropriate the land for some purpose for which they have statutory powers, or dispose of it in some other way. In some cases they may have to rehouse on the site or they may keep it as an open space.

Clauses 5 and 6 of the Bill deal with improvement areas—those districts where the general conditions are not so bad as to justify wholesale clearance and where a great improvement can be obtained if the worst houses are removed, necessary repairs carried out, surplus population taken from the area, and steps taken to ensure that once the area has been dealt with it is not allowed to relapse. An essential part of any action taken by local authorities in regard to either clearance or improvement areas must be the provision of new houses, and the Bill requires that before taking any steps involving the displacement of population the local authority must undertake to provide new dwellings to the satisfaction of the Minister. Clause 5 enables local authorities to define improvement areas, and Clause 6 sets out the action which must be taken when an area has been defined to compel the demolition of houses which are beyond repair and to put other houses into a satisfactory condition.

COMPENSATION

It is not proposed to change the present law of compensation for property in a clearance area. Property compulsorily acquired in such an area will be purchased at site value, with a reduction where the proposals involve the use of the cleared area for rehousing purposes or for an open space. Local authorities will, however, be enabled to make reasonable allowances to displaced persons for removal expenses and towards any loss which, in the authority's opinion, they may sustain by reason of disturbance to trade or business.

In Part 2 of the Bill there is an alteration of the existing law with regard to the repair and demolition of individual insanitary houses. It is intended to simplify the procedure and provides that the appeal tribunal shall be the County Court instead of the Minister. Houses which are considered unfit for human habitation may be divided into those which can be made fit at a reasonable expense and those which cannot. In the case of houses in the first category local authorities may require the owner to carry out the necessary work, or, if the owners default, may do it themselves and recover the cost. In suitable cases money may be lent to owners undertaking repairs. If the house cannot be made fit at a reasonable cost then the local authority may enforce an order for its demolition. Part 3 of the Bill provides that the council of every borough and urban district (and in London the City Corporation and County Council) with a population of more than 20,000 shall submit a programme of housing work to the Minister in 1930 and every fifth year thereafter.

The financial provisions are in some respects the most important part of the Bill. The present 50 per cent. grant is to be abolished and replaced by an annual grant on a unit basis, which the associations representing the local authorities are prepared to accept. The new grant is to help towards the expenses incurred by local authorities in rehousing persons displaced from clearance areas, improvement areas, and individual insanitary houses outside those areas which are demolished by order of the local authority. The grant will be based on the number of persons required to be displaced for whom accommodation in new houses provided by the local authority is made available and will be payable annually for 40 years. The normal grant will be 45s. a year per person required to be displaced, and this will be increased to 50s. in the case of persons displaced from houses in agricultural parishes.

Where it is necessary to rehouse on expensive sites in tenement buildings of more than three storeys or where the approved cost of the site exceeds £4,000 an acre, the grant will be increased to 70s. per person. This is intended to meet the special cases where people must be rehoused as near as possible to their work. Certain special conditions must be observed in regard to houses made available for displaced persons. Rents must be fixed by the local authority after taking into account a charge on the rates of not less than the equivalent of £3 15s. a year for 40 years, the normal charge borne by the rates for houses provided under the Wheatley Act. The Government claim that the increased assistance proposed will enable the authorities to provide a proportion of houses at "Wheatley" rents and others at a definitely lower rental. Assistance is to be granted through local authorities to societies and companies engaged in housing who limit the amount of their dividends or who do not trade for profit and who are willing to help in the work of rehousing persons displaced from slum areas. There is a proposal in Clause 39 to build houses for aged persons of a smaller size than the minimum in respect of which Exchequer assistance can now be given. The present Exchequer contribution is £7 10s. a year for 40 years. In respect of the new smaller houses it will be £5 a year for 40 years, equivalent to a capital value of £86.

A further attempt is to be made to deal with rural housing, and it is proposed to put a new responsibility upon the County Councils by enabling them to undertake building on behalf of a rural district; by empowering them to contribute to the expenses of ordinary rural housing and by putting an obligation on them to contribute to houses provided by rural councils for agricultural workers or persons of a similar economic condition. It is proposed that the unit grant shall be reviewed every three years, and at the same time the period at which the Wheatley grants are reviewed will be increased from two to three years.

COST OF UNIT GRANT

No attempt is made to estimate the total financial cost of the new Bill, but the financial memorandum makes the following reference to the cost to the Exchequer of the proposed unit grant:—

If 100,000 persons are displaced each year, of whom 20,000 are rehoused in tenement buildings provided on the cleared sites of unhealthy areas, the annual Exchequer grant proposed in the Bill would amount to about £250,000 a year for 40 years. If it be assumed that, under the existing law, 20,000 persons would be displaced and rehoused, it is estimated that the cost to the Exchequer, on the basis of the present grant, would be about £30,000 a year. On these assumptions, the additional Exchequer charge consequent on the Bill would amount to about £220,000 a year for 40 years, increasing by the same amount each year while the rate of displacement continued.

The Bill does not apply to Scotland, which is to be dealt with in a separate measure. It is understood that at a later stage of its existence the Government proposes to introduce a comprehensive Bill dealing with the general subject of town planning.

TRAWLER WRECKED IN SHETLAND

CREW OF NINE LOST

(FROM OUR CORRESPONDENT)

LERWICK, March 31

It is now learned that the Aberdeen trawler Ben Doran (155 tons), which struck the dangerous reef known as Vee Skerries, on the West side of the Shetland Islands, on Saturday, has become a total wreck, and that her crew, believed to be nine in number, have perished. Shortly after 7 o'clock this morning four Peterhead drifters and a number of trawlers went out to Vee Skerries, and all that was then visible of the hull was the engine-room casing, the masts and funnel having disappeared, and when the drifters left to return at 8.30 the hull was breaking up rapidly and vanishing. There was no sign of the men anywhere.

News that the trawler had become stranded was not received at Lerwick until late on Saturday afternoon. A rescue party, including a life-saving crew trained for short rocket work, was organized under a coastguard divisional officer, and they motored to Ronas Voe. They set out for the wreck in a motor-boat, and were at the Vee Skerries at dawn yesterday morning. They saw the trawler, and seven members of her crew clinging to the rigging, exhausted, and waving or moving their hands in the attempt probably to restore circulation. The Aberdeen drifter Aurora also went to help in the work of rescue. Repeated attempts were made to reach the Ben Doran, particularly by the motor-boat Smiling Morn, but mountainous seas made it impossible to approach nearer than 500 yards, and the members of the rescue party had to return to the mainland.

The Stromness (Orkney) motor-lifeboat, which made a hundred miles' dash to the scene, reached Scalloway early this morning, refuelled, took on board the local pilot, and left for Vee Skerries 20 miles distant. She approached to within three or four hundred yards and cruised several times round Skerries, but by now there was nothing to be seen but some wooden wreckage on the most northerly Skerry. There was no sign of life whatever and no bodies were seen in the water. The lifeboat returned to Scalloway at 5 p.m., when Coxswain W. Linklater said he regretted there was nothing to report.

MR. KAYE DON'S ATTEMPT ON SPEED RECORD

186 MILES AN HOUR

DAYTONA BEACH, March 31.—Mr. Kaye Don, in three round trips over the nine-mile course this afternoon, failed to establish a new motor speed record. He attained 186.046 miles an hour on one of his runs, which officially is 45 miles short of Sir Henry Seagrave's record.

After the Silver Bullet made its best speed carburettor trouble developed, and the other runs were devoted largely to testing, readjustments being made at the end of each run. On the final run the car back-fired heavily, and the average speed of 97.408 miles an hour was the slowest for the day. Mr. Kaye Don hopes to run again to-morrow, but a decision will not be made before to-night.—*Exchange.*

THE ITALIAN PICTURES

ARRANGEMENTS FOR RETURN

All the Italian pictures which have been on exhibition at Burlington House are now packed in their cases ready for return to the collections in the various countries from which they came. The cases are being soldered up and packed into vans. The Leonardo da Vinci is about to sail from Italy to London, and when she arrives the vans will be taken to the docks and the pictures will be put on board. This shipload of treasures will leave the Thames in nine or 10 days' time, certainly not later than April 12.

As the packing into the vans progresses, every full van is sealed and left in the care of the police until the moment of departure arrives. How long the process of shipment will take will depend upon the Leonardo da Vinci and the tides in the river. If the ship can berth at the docks overnight and devote the whole of the next day to loading, all the pictures may be put on board in the course of one day. Otherwise, a second day may have to be devoted to the work. In any case, she will sail for Italy on the first tide after her valuable cargo has been stowed.

CONFERENCE AND SECURITY

CRITICAL DAYS

JAPANESE DECISION IMMINENT

There was a meeting of the Heads of Delegations to the Naval Conference yesterday morning, but the greater part of the day was devoted to private conversations between the members of the various delegations. It may be assumed that they were all concerned with the one cardinal problem of discovering whether the existing deadlock in the business of the Conference can be removed before the plenary session is held on Friday morning.

An official statement issued after the meeting of the Heads of Delegations merely announced:—

It was decided to circulate an agenda, including a number of matters arising out of the work of the various committees, for consideration by the Heads of Delegations at their next meeting, which will take place on Wednesday afternoon.

In some quarters this was construed as a desire to see exactly what work has been completed by the First Committee and by the experts in case it is found by Friday that there is little to be gained in pursuing further the search for a formula which will pave the way for a Five-Power treaty. The difficulties of discovering a formula are now generally admitted, though strenuous efforts have been made to do so during the past few days by the British and French experts. Such a formula must satisfy a number of demands—it must give France the security which she asks; it must come within the scope of existing pacts and covenants; and it must not add to this country's existing military commitments.

Some surprise was expressed in French circles in London at the statement made on Sunday night by the official British spokesman, who then declared that any further military commitments on the part of this country are absolutely out of the question. The statement, however, contained no new declaration of policy, and merely confirmed Mr. MacDonald's statement in his broadcast message to America a month ago that this country could not agree to any entangling military alliances.

ARTICLE 16

It is the opinion of the Government that this attitude represents the views of the British public as a whole and of all the political parties in the House of Commons. There may be an opportunity for the Prime Minister to make a statement on the subject in the House of Commons to-morrow, as Captain Eden, who was Sir Austen Chamberlain's Parliamentary Private Secretary at the Foreign Office, has given notice of his desire to ask Mr. MacDonald the following question:—

Whether any amendment or interpretation of Article 16 of the Covenant is at present under consideration by any of the delegations at the Five-Power Naval Conference, and, if so, whether he will refuse to consent to any modification of that article which is calculated to increase the British Empire's present commitments or responsibilities?

The Prime Minister stated in reply to a question in the House of Commons yesterday that the Government still adhered to its determination to arrive at an agreement between the whole of the five Powers and not between two or three of them. While it is agreed that he has not given up hope of a Five-Power treaty, the feeling remains that it will shortly be necessary to decide whether a Five-Power treaty is feasible at this juncture, or whether it may not be necessary to adjourn the Five-Power Conference as such, leaving the United States, Great Britain, and Japan to negotiate a Three-Power treaty.

JAPANESE ATTITUDE

An important factor in this connexion is that the reply of the Japanese Government to the proposed compromise which was submitted to Tokyo with the joint support of the British, American, and Japanese delegations is expected to reach London to-day. Private messages indicating the general views of the Government have already reached London, but they must be ratified by the Cabinet and by the Emperor, and this step is expected to-day. It is understood that the reply will accept the proposals subject to two reservations. The first of these is that Japan, in agreeing to the proposals for a period of five years, is not to be taken as abandoning in principle her demand for 70 per cent. in 8in.-gun cruisers. The second reservation is that, while accepting the suggested tonnage for submarines, Japan will ask for earlier replacement of existing vessels so that her dockyards may not become idle. It is not expected that either of these modifications will present much difficulty to the American or the British delegations.

Mr. Henderson and M. Briand met at the House of Commons yesterday afternoon, and at M. Briand's request Mr. Stimson and Mr. Morrow called on him at the Carlton Hotel. In the evening Mr. Stimson and Mr. Morrow met Mr. MacDonald at the House of Commons.

THE HAWKINS CLASS

The Prime Minister was asked at question time yesterday whether any proposals had been brought before the Conference which would involve the scrapping of the four cruisers of the Hawkins class. In his reply he urged that it would be clearly undesirable to give information of that kind while negotiations were still in progress and provisional proposals might be modified at any moment. He added that he was only too anxious to take the House into his confidence at the earliest possible moment, but he was sure there would be general agreement that fragmentary information might not only prove misleading, but might prejudice the success of the Conference. "Whatever agreement is come to," he said, "it will be a systematically balanced whole and must be considered as a complete plan in relation to the programmes of other Powers."

FRENCH VIEW OF BRITISH COMMITMENTS

(FROM OUR OWN CORRESPONDENT)

PARIS, March 31

French comment to-day on the Naval Conference is mainly concerned with the British official spokesman's statement last night.

The reluctance of Great Britain to enter any pact of security is generally regretted. This reluctance, though admitted to be natural enough, is held to be at variance with the true interests of Great Britain. It is assumed that, even if the United States became a party to a consultative arrangement, the effect of this would be that Great Britain would decline to carry out her part of a defensive pact until the United States had been consulted, a fact which would make British intervention remote; and it is argued that, while aloofness from European affairs may still be possible for the United States, Great Britain cannot fail to be directly affected by any naval conflict in European waters, having committed herself to some extent by the League Covenant and the Locarno Treaty.

THE REVENUE

£14,500,000 DEFICIT

INCREASED COST OF UNEMPLOYMENT

The financial year closed yesterday with a deficit of £14,523,000, instead of the surplus of £4,096,000 which Mr. Churchill had hoped for in his Budget speech. This is mainly the result of the increased grant for unemployment benefit, though lessened business activity caused a falling-off in certain items of revenue.

The total ordinary revenue was £734,188,748, against an estimate of £746,060,000 and an actual revenue of £758,104,055 in the year 1928-29, a decrease of £23,915,307. The most serious disappointment on the revenue side was stamps, which yielded only £25,670,000, against an estimate of £31,000,000. The Stock Exchange depression was chiefly responsible for this decline. Excise comes next with a yield of £127,500,000, instead of £130,330,000, which is probably accounted for by the steady diminution year by year in the consumption of alcoholic beverages, due mainly to a change of taste aided by high taxation. Income-tax yielded practically the same amount as in the preceding year, but £2,000,000 less than the Budget estimate. It has been alleged that the yield of the income-tax has fallen in recent years, but this is incorrect. For some years increased abatements and allowances made particularly to the smaller class of income-tax payers have steadily increased, and when due regard is paid to this it will be found that the yield per penny of tax has also increased. Having regard to the greater difficulty of calculating the produce of the income-tax now that the assessment is based on the preceding year instead of on the three-year average, last year's estimate was remarkably close.

The surtax has fallen short of the Budget estimate by over £1,500,000, but it produced more than in the preceding year. The defunct excess profits duty and corporation profits tax have produced £550,000 more than the estimate. Customs revenue is nearly £1,000,000 higher than last year and slightly exceeds the Budget estimate. Net profits from the Post Office amounted to £9,200,000, an increase of £1,100,000 on 1928-29, and motor duties an additional amount of £694,000 as compared with that year. Sundry loans have produced over £4,500,000 more than in the previous year, and fully £2,000,000 in excess of the estimate. Special miscellaneous receipts practically fulfilled Mr. Churchill's estimate, though the total shows a big decrease on 1928-29. A further decrease is to be expected this year as a consequence of the Young (Reparation) Plan.

REVENUE COMPARISON

The following table shows the revenue for the year, with the increase or decrease as compared with 1928-29, together with the Budget estimate:—

Revenue	Total for year to March 31	Inc. or Dec. on 1928-29	Budget Estimate
	£	£	£
Ordinary Revenue—			
Income-tax	237,426,000	– 194,000	229,500,000
Surtax, inclds. arrears of			
Super-tax	56,390,000	+ 240,000	58,000,000
Estate, &c., Duties	79,770,000	– 800,000	81,000,000
Stamps	25,670,000	– 4,330,000	31,000,000
E.P.D., &c.	2,250,000	+ 550,000	1,700,000
Land Tax, Hse. Duty, &c.	880,000	+ 40,000	800,000
Inland revenue	402,386,000	– 4,554,000	412,000,000
Customs	119,888,000	+ 916,000	119,850,000
Excise	127,500,000	– 6,500,000	130,550,000
Total Customs and Excise	247,388,000	– 5,584,000	250,400,000
Motor Veh. duties (Exchequer share)	4,920,468	+ 694,401	4,700,000
Post Office (net receipt)	9,200,000	+ 1,100,000	8,900,000
Crown lands	1,290,000	+ 80,000	1,250,000
Receipts from sundry loans	32,639,596	+ 4,528,899	30,550,000
Misc. miscell. recpts.	10,432,854	– 2,710,092	12,500,000
Special miscell. receipts	25,981,830	– 17,470,515	26,000,000
Total Revenue	734,188,748	– 23,915,307	746,900,000
Self-Balancing Revenue—			
Post Office	58,900,000	+ 1,700,000	59,105,000
Motor Veh. duties (apportnd. to Road Fund)	21,881,532	+ 750,599	22,600,000
Total Self-Balancing Revenue	80,781,532	+ 2,450,599	81,705,000
Total	814,970,280	– 21,464,708	828,605,000

The total Ordinary expenditure amounted to £700,963,696, against the Budget estimate of £691,564,000, and a revised estimate of £703,897,000. Interest on the National Debt absorbed £307,251,685, against an estimate of £304,600,000 and £311,490,566 in 1928-29. The increase over the estimate was, of course, due to the high rate of discount at which Treasury Bills were sold during the early part of the year. But for the supplementary grant of approximately £10,000,000 for unemployment there would have been a saving on the expenditure as compared with the estimate:—

Expenditure	Total for year to Mar. 31	Inc. or dec. on 1928-29	Budget Estimate
	£	£	£
Ordinary: Nat. Debt Services—			
Interest, &c.	307,251,685	– 4,238,566	304,600,000
Paymts. to local taxn. accts.	13,314,453	– 1,888,191	15,000,000
Paymts. to N. Ireland Exchqr.	5,526,004	+ 425,594	5,400,000
Other Cons. Fund Serv.	3,311,554	+ 505,016	2,500,000
Supply Services (excldg. P.O.)	371,560,000	+ 23,960,000	368,064,000
Total ordinary expenditure	700,963,696	+ 18,763,538	691,564,000
New Sinking Fund (1928)	47,748,315	– 9,761,119	50,400,000
Self-balancing Expenditure—			
Post Office	58,900,000	+ 1,700,000	59,105,000
Road Fund	21,881,532	+ 750,599	22,600,000
Total Self-Balancing Expenditure	80,781,532	+ 2,450,599	81,705,000
Surplus revenue 1928, issued to Rating Relief Suspense Acct.	—	– 18,394,463	—
Total	829,493,543	– 6,941,445	836,002,000

Including self-balancing expenditure and the sinking fund allocation, the aggregate expenditure was £829,493,543, while the total revenue, including the self-balancing items, was £814,970,280.

THE SINKING FUND

As the fixed debt charge is £355,000,000 the increased cost of interest reduced the amount available for the sinking fund from £50,400,000 to £47,748,315. The total appropriated to the sinking fund in 1928-29 was £57,509,434. As the real sinking fund is the surplus of revenue over expenditure, it would appear that the real as distinct from the nominal appropriation to the sinking fund was £33,225,052. The amount allocated to the sinking fund was actually the statutory amount of the specific sinking funds. The amount spent on the depreciation fund (£5,135,424) to support, in accordance with the terms of the prospectuses, the prices of certain Government stocks was borrowed, there being statutory power to borrow for the purpose of this fund.

CONSCIENTIOUS OBJECTORS

POSITION IN CIVIL SERVICE

UNIONIST PROTEST

WESTMINSTER, Monday

The Government were caught off their guard in the House of Commons to-day and defeated on a motion to extend the hour of the sitting beyond 11 o'clock by 183 votes to 179. This tactical triumph for the Unionist Opposition had, of course, no wider consequences, because the motion was merely a usual part of the Government's arrangement of business, and its rejection means only that their programme is by so much thrown out of its time schedule. When, therefore, Sir Bolton Eyres-Monsell consolidated the jubilant shouts of his colleagues into a motion that the House should adjourn, the Speaker refused to accept it, and caused business to be begun. Mr. Chamberlain was then allowed to move that the debate be adjourned, but the Prime Minister merely replied that the decision of the House had been to adjourn it at 11 o'clock. In the following division there was a good deal of anxious scurrying round on the part of the Socialist Whips, but the element of surprise had disappeared, and the Government won by 185 votes to 175.

"A PLEDGE BROKEN"

Major Colville then with great force moved a condemnation of the Government's action in removing the disabilities on conscientious objectors in the Civil Service. He pointed out that there had never been, and there should not be, any disabilities on those who had refused combatant but accepted non-combatant service. But those who had refused service of any kind, to the number of 230, had been reinstated in the Civil Service in 1920, on condition that they could not count their years of exemption from service towards pension or automatic increases of salary and that they could not be promoted over the heads of ex-Service men. This latter condition was formulated in a solemn Parliamentary pledge.

The system thus established was examined and unanimously approved by a Select Committee (of which Mr. Thomas and Colonel Wedgwood had been members) in 1922, and that Committee added that conscientious objectors should be the first to suffer when permanent staffs were reduced. Last September, when Parliament was not sitting, a Treasury circular "abrogated" the admitted pledge given to ex-Service men. A pledge given on behalf of a previous Government had been broken. Ex-Service Civil servants were now actually less well treated than conscientious objectors.

Captain Hudson declared that the change was not only unjust but unpopular among ex-Service men, but Mr. W. J. Brown, who claimed to speak for Civil servants, asserted that ex-Service men welcomed the righting of an injustice done to their conscientious objector colleagues. The State had no right to punish those to whom the Military Service Act had given the right to act as they did.

THE HOUSE OFFENDED

There was one of them—Mr. Benson—in the House, and he explained that he had no sense of inferiority, because he did not think that those who contracted to kill others had given the highest form of national service. The House was offended at this description of the sacrifice of those who had given their own lives, and Mr. Benson had to explain himself at the instance of Commander Southby.

Mr. Pethick Lawrence's reply was essentially that the time had come to forget differences in War service. The Government were only instituting this principle as from August 1, 1929, and were not favouring conscientious objectors. Only three had in fact received more than automatic promotion, and those purely for reasons of efficiency.

Lord Winterton pointed out that a desire to forget the War did not justify breaking a pledge, and breaking it at a time when Parliament could not immediately challenge the breach; but the Socialists and Liberals had clearly made up their minds to an anti-war gesture, and defeated Major Colville's motion by 213 votes to 149.

MR. COSGRAVE'S POLICY

REASONS FOR RESUMING OFFICE IF ASKED

(FROM OUR OWN CORRESPONDENT)

DUBLIN, March 31

Addressing a meeting of the Cumann naGaedheal party at Nenagh, Mr. Blythe, Minister for Finance in the Free State Government which resigned last week, explained Mr. Cosgrave's reasons for his resignation.

Mr. Blythe said that acceptance of the private member's Bill which brought about the Government's defeat would have involved the raising of £300,000 for old-age pensions. An increase in the income-tax of 4d. in the £ and of 3d. a lb. in the tax on tea would have been necessary, and the Government was not prepared to mulct the taxpayer. Referring to the suggestion that it might be a good thing for the country if Mr. de Valera and his colleagues were placed in office for a period, Mr. Blythe said that in his opinion Mr. de Valera and his friends would do more harm in three months than could be righted in three years. The guns would be brought out of the dumps again, and the little gun bullies would make their appearance once more all over the country. For that reason if the Dail asked Mr. Cosgrave to resume office on Wednesday he would take the responsibility of continuing his Government.

The Governor-General of the Irish Free State returned to Dublin last night.

IMPERIAL ECONOMIC COMMITTEE

It is announced from 10, Downing-street that the Prime Minister has appointed Sir Arthur Balfour, Bt., K.B.E., and Mr. H. Snell, M.P., as representatives of the Government of the United Kingdom on the Imperial Economic Committee in succession to Sir Algernon Firth, Bt., and Mr. J. S. Wardlaw Milne, M.P., who have resigned.

COMPANY MEETINGS

Reports of the following meetings appear in our City pages:—

Anglo-Portuguese Telephone.
Argentine Estates of Bovril.
Associated Portland Cement Manufacturers.
Direct Supply Aerated Water.
Great Eastern Train Ferries.
Grout and Co.
Halifax Building Society.
Jones and Higgins.
Kerr, Stuart and Co.
Lipton, Limited.
The Nizam's Guaranteed State Railways.
Third Guardian Trust.
Vickers, Limited.
Wyndham's Marine Patents.

ANGLO-EGYPTIAN NEGOTIATIONS

PLENARY MEETING OF DELEGATES

The negotiations for an Anglo-Egyptian Treaty were formally opened at 10.30 a.m. yesterday, when a public and plenary meeting of the delegates was held in the Locarno Room at the Foreign Office.

The British delegates present were Mr. Arthur Henderson, Secretary of State for Foreign Affairs, Mr. Shaw, Secretary of State for War, Lord Thomson, Secretary of State for Air, assisted by Sir Robert Vansittart, Permanent Under-Secretary of State to the Foreign Office, Mr. Dalton, Parliamentary Under-Secretary of State, Sir Percy Loraine, the British High Commissioner in Egypt, Mr. John Murray, Head of the Egyptian section of the Eastern Department of the Foreign Office, and a number of other technical advisers and experts. The Egyptian delegates are Mustapha Pasha Nahas, Prime Minister and Minister of the Interior, Osman Pasha Moharram, Minister of Public Works, Wassef Pasha Ghali, Minister for Foreign Affairs, and Makram Effendi Ebeid, Minister of Finance, assisted by a numerous technical staff.

Yesterday's public proceedings were entirely formal. Mr. Henderson welcomed Nahas Pasha, who sat on his right, in a speech which was then translated into French by Sir Percy Loraine. Mr. Henderson said that the British Government had been much gratified to observe that the spirit of friendship and good will which prompted its offer of last August had been reciprocated in Egypt. In the result of their labours, Mr. Henderson said, he looked forward to seeing the relations of Great Britain and Egypt secured on a basis of permanent friendship and alliance. Further, that Egypt should be enabled to play, as a free and independent sovereign State, the part in the comity of nations which befitted her ancient greatness and her modern progress.

Nahas Pasha, who replied in French, said Egypt had responded to the conciliatory intentions of the British Government with an equal good will. He was convinced that an agreement satisfactory to both sides would be reached. The failure of previous negotiations had not in any way discouraged them. Indeed, the desire manifested on various occasions by their two peoples to come to an understanding was in itself a sure proof of the necessity for such understanding which reason, sentiment, and mutual interest all dictated.

After Makram Effendi Ebeid had translated Nahas Pasha's speech into English, Mr. Henderson closed the public proceedings by inviting the delegations to go into committee.

Mr. Henderson gave a dinner at the Foreign Office last night in honour of the Egyptian Prime Minister and the members of the delegation. The guests invited included the Prime Minister, Mr. Snowden, Mr. J. H. Thomas, Lord Thomson, Sir William Jowitt, Mr. Baldwin, Sir Austen Chamberlain, Mr. Lloyd George, Mr. Runciman, and Sir Herbert Samuel.

A report of the speeches at the plenary meeting appears on page 18.

MOTORISTS SHOT NEAR THEIR CARS

COINCIDENCE OF NAME AND TRADE

By a strange coincidence the cases of two motorists, both named Butler, both butchers by trade, and both found shot beside their cars, were reported yesterday. The first was that of Frederick Henry Butler, of York, who was found shot beside his car after an accident on the London road near Newark in which his wife and a friend were involved, and the second was that of David Henry Butler, of Sunningdale, who was found dead beside his car at Lightwater, Surrey.

The Newark accident occurred at a dangerous bend 2½ miles outside the town. The car, which Frederick Butler had been driving, apparently skidded and lay across the ditch and hedge. When the police arrived Butler and a friend named David Samuel Richards, of Bootham, York, were searching the road, and Butler was exclaiming, "Where are you, Rene?" A few minutes later Butler went and bent over the car. There was an explosion, which the police thought was a tire bursting, but on going to the car they found Butler lying seriously injured with a bullet wound in his head and a revolver in his hand. He died soon after admission to Newark Hospital. His wife was found shortly afterwards some yards away lying in a cornfield. She and Richards are detained in Newark Hospital, but their condition is not serious.

Butler had had an adventurous career. A native of London, with connexions at Whitby, he was a butcher by trade and went to York three months ago to become shop supervisor and inspector for Farm Shops, Limited, a multiple firm of pork butchers with branches in many parts of Yorkshire. He had become well known in York in a short time, and his friends knew him as rather an impulsive man. He was in the habit of carrying a revolver for protection, it is stated, because his business necessitated him carrying large sums of money. Butler had told his friends that he had travelled all over the world as a butcher and had lived for a time in America, where he became a naturalized American subject.

In the Lightwater case David Butler's body was found lying against the hedge with a humane-killer near by. He had drawn the car up at an isolated spot in the roadway.

The discovery was made about 4 p.m. Butler formerly had a butcher's business at Sunningdale and had a farm at Bagshot. He was 60 years of age and had been in bad health during the past week. He took his wife to Bagshot station early yesterday morning and saw her off to Ashford, where she was going to stay with a daughter.

CAPTURED MISSIONARIES IN CHINA

U.S. DEMAND FOR RELEASE

WASHINGTON, March 31.—The United States Consul-General in China, Mr. F. P. Lockhart, reports that he has telegraphed to the Kiangsi Provincial authorities in Nanchang requesting them to take immediate steps to secure the release of the American missionary, Miss N. E. Gemmell, and the two British missionaries, Mr. and Mrs. Porteous, of the China Inland Mission, who have been carried off by bandits at Yuanchow.—*Reuter.*

PRINCE SAIONJI

TOKYO, March 31.—Prince Saionji, the last survivor of the Council of Genro, or Elder Statesmen, who is in his 81st year, has been ill for the past few days and his condition has taken a turn for the worse. Pneumonia has set in.—*Reuter.*

THE INVALIDS

Archbishop Lord Davidson continued to make satisfactory progress yesterday.

Our Paris Correspondent states that Mr. William J. Locke, who has for some time been seriously ill, will undergo an operation at a nursing home in Paris to-day.

BRITISH MOTOR INDUSTRY

SPECIAL NUMBER OF "THE TIMES"

ISSUE TO-DAY GRATIS

The fifth British Motor Number of *The Times*, presented gratis with to-day's issue of the paper, deals exclusively with the British motor industry at home and overseas, and forms a complete review of the past year.

Mr. Herbert Morrison, the Minister of Transport, contributes to the Number a message of congratulation to British motor manufacturers and traders on another year of progress, and calls attention to the need of a definite policy of transport co-ordination so that all forms of transport may be developed and utilized to serve the economic needs of the country efficiently but without overlapping and consequent waste. The subject of the co-ordination of road and railway services for passengers and goods is discussed by other writers of authority in this country and by our correspondents in the Dominions, who also deal with the position in the motor markets oversea. Sir Henry Maybury contributes an important article on Traffic Control on the highways, with particular reference to the regulation of traffic in crowded cities by automatic electric signals. Mr. Rees Jeffreys describes the improvements which have been made on the eight Trunk motor routes of Great Britain in an article which is illustrated by a full-page map showing the by-passes on these main roads that are completed, under construction, or authorized or proposed.

Having regard to the remarkable development which has taken place in the road transport of passengers and goods, a large section of the Number is devoted to the commercial vehicle industry. Our Commercial Motor Correspondent discusses the improvements which have been made in the chassis and bodies of motor omnibuses and coaches, conducing to greater speed, comfort, and safety; and describes some remarkable and successful trial journeys of British six-wheel vehicles in isolated parts of the world. Our Motor Correspondent deals with the marked progress which has been made in the design of motor-car chassis and coach work; and the Number also contains a long section devoted to descriptions of the chief models of private cars and commercial vehicles which are now being produced by British firms.

The Number is fully illustrated.

THE GRAND NATIONAL

"THE TIMES" PHOTOGRAPHS

The pictorial record of Shaun Goilin's thrilling victory in the Grand National which appeared on our picture page on Saturday has provoked unusual interest, and many inquiries have been received from readers anxious to obtain copies of the photographs reproduced. These, with other photographs of the race also taken by members of the staff of *The Times*, can be obtained on application to the Photographic Sales Department, *The Times*, Printing House-square, E.C.4. Unmounted prints can be purchased from 2s. 6d., and mounted copies from 4s.

One of the photographs shows the first, second and third horses going over the last jump together, an event unprecedented in the records of the Grand National.

DIVIDEND FOR CHARITY

SIR WILLIAM MORRIS'S GIFT OF £200,000

Speaking at Plymouth yesterday, Sir William R. Morris, chairman of Morris Motors, Limited, referred to an announcement that he was to receive £200,000. This was described in the Press as a 10 per cent. dividend, free of tax, Sir William having during its first three years enabled Morris Motors, Limited, to build up a reserve fund of £2,000,000 by agreeing to forgo dividend on the £2,000,000 of Ordinary capital which he holds.

"That sum of £200,000," said Sir William Morris, "has been allowed because I have not enough to pay the charitable institutions who are looking to me. The whole of the money will go to charitable institutions of the country."

ENTERTAINMENTS INDEX

(For details see page 14)

THEATRES

Adelphi	THE HOUSE THAT JACK BUILT	8.15
Aldwych	A NIGHT LIKE THIS	8.15
Ambassadors	THE CONFEDERATES AND THE MAN IN POSSESSION	2.30 & 8.30
Apollo	ALMOST A HONEYMOON	8.30
Comedy	ODD NUMBERS	2.30 & 8.30
Court	MISALLIANCE	8.15
Criterion	MILESTONES	2.30 & 8.30
Daly's	A SONG OF SIXPENCE	8.30
Dominion	SILVER WINGS	8.15
Drury Lane	THE THREE MUSKETEERS	8.15
Duchess	THE 2 INTIMATE REVUE	8.40
Fortune	CAPE FORLORN	8.30
Gaiety	DARLING, I LOVE YOU	2.30 & 8.15
Garrick	THE LADY OF THE CAMELLIAS	8.30
Haymarket	THE FIRST MRS. FRASER	8.30
His Majesty's	BITTER SWEET	8.30
Little	FRANKENSTEIN	8.30
London Pavilion	COCHRAN'S 1930 REVUE	2.30 & 8.15
Lyric	MURDER ON THE SECOND FLOOR	8.30
Lyric, Hammersmith	OUT OF THE BLUE	8.15
New	NINE TILL SIX	8.30
Piccadilly	HERE COMES THE BRIDE	8.15
Prince of Wales	JOURNEY'S END	8.30
Princes	A WARM CORNER	8.30
Queen's	THE APPLE CART	8.15
Royalty	APPEARANCES	8.30
St. James's	MICHAEL AND MARY	8.30
St. Martin's	HONOURS EASY	2.30 & 8.30
Savoy	THE DAMASK ROSE	8.15
Shaftesbury	THE MIDDLE WATCH	8.30

VARIETIES

Coliseum	2.15, 5.15, & 8.15
Holborn Empire	6.30 & 9
Maskelyne's Theatre	3 & 8
Palladium	2.30, 6.30, & 9
Victoria Palace	6.15 & 8.30

CONCERTS

Æolian Hall	MR. GERALD COOPER 8.30
Queen's Hall	COURTAUL

THE TIMES

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Weather Forecast

ENGLAND, S.E.—Wind south to south-west, fresh or strong at times ; mainly cloudy, occasional rain ; very mild.

Further Outlook for the British Isles.—Unsettled. (p. 18)

TO-DAY'S NEWS

HOME

At a meeting of the Heads of Delegations to the Naval Conference yesterday it was decided to circulate an agenda, including a number of matters arising out of the work of the various committees, for consideration by the Heads of Delegations at their next meeting to-morrow. It is expected that by Friday, when there will be a plenary session, the attempt to find some way of giving France the additional security she asks without involving this country in fresh commitments will have succeeded or been abandoned. (p. 16)

The text of the Government's new Housing Bill is issued. (p. 16)

Another declaration against the Coal Mines Bill has been issued by owners in the districts opposing the measure. (p. 11)

The Aberdeen trawler Ben Doran, which ran aground on Vee Skerries, Shetland, on Saturday, is reported to have broken up and all attempts to rescue the crew of nine have been in vain. (p. 16)

The legal advisers of Sidney Harry Fox, who was sentenced to death for the murder of his mother at Margate, have decided not to prosecute an appeal to the Court of Criminal Appeal but to take certain other steps. (p. 13)

Two motorists, both named Butler and both butchers, were found shot beside their cars yesterday, one near Newark and the other at Lightwater, Surrey. (p. 16)

Sir Henry Maybury gave evidence yesterday on the effect on traffic of the proposed Charing Cross Bridge before the Committee of the House of Commons which is considering the Bill. (p. 9)

South Africa has again won the small-bore rifle match which is shot annually by teams of 3,000 boys of the countries of the Empire. (p. 28)

A flood, caused by a burst water main in Broadgreen, a suburb of Liverpool, yesterday, broke down two walls and damaged several houses. (p. 13)

A large number of flag retirements and promotions were announced by the Admiralty yesterday. (p. 28)

Sound and vision were broadcast simultaneously for the first time yesterday from the B.B.C. twin wave-length station at Brookman's Park. (p. 28)

POLITICS

In the House of Commons yesterday, on going into Committee of Supply on the Civil Estimates, a motion was moved from the Unionist benches regretting the policy of the Government with regard to conscientious objectors. It was defeated by 213 votes to 149. At the beginning of the sitting, on a motion to suspend the Eleven O'Clock Rule, the Government was defeated by a majority of four. (pp. 8 and 9)

COURT AND PERSONAL

The King and Queen left Buckingham Palace for Windsor Castle yesterday. (p. 19)

IMPERIAL AND FOREIGN

The negotiations for an Anglo-Egyptian Treaty were formally opened yesterday, when a public and plenary meeting of the delegates was held at the Foreign Office. (pp. 16 and 18)

The Soviet Government proposes to increase the amount of grain for export. In order to compete with Canadian wheat it will send all the best grain abroad, especially to London, and the inferior qualities will be consumed within the Soviet Union. (p. 15)

The third reading of the Indian Cotton Tariff Bill was passed without a division in the Legislative Assembly yesterday. An amendment was carried limiting the extent of the preference to Great Britain. (p. 15)

Steps are being taken to improve the training and prolong the service of the first cohort battalions of the Fascist Militia in order to bring them up to the standard of the Regular Army, with which they are brigaded, and to make it possible for Italy in the future to have a nation under arms. (p. 15)

A meeting at Nasik called in support of Mr. Gandhi's campaign proved a fiasco, breaking up after much disorder and stone-throwing. There was no response when an appeal for volunteers was made. (p. 15)

LAW

Summary of Law Cases will be found on page 5.

SPORT

A Race Meeting was begun at Warwick yesterday. (p. 6)

Oxford beat Cambridge in the University Rackets Doubles match at Queen's Club yesterday by four games to two ; the Amateur Singles Championship was continued. (p. 7)

The English team to play Scotland at Association football on Saturday at Wembley was selected yesterday. (p. 7)

FINANCE AND COMMERCE

In "City Notes" comment is made on :—The Revenue Returns ; Floating Debt Reduction ; the Bristol and Birmingham Loans ; Associated Cement Affairs ; Vickers Meeting ; Quilt Amalgamation's First Report ; and the Finance of the British and Foreign Marine Insurance Company. (p. 21)

Money was very tight in Lombard-street, and a small amount was borrowed from the Bank of England for a week. Discount rates further advanced, the rate for three months' bank bills being finally 2 5-16-2½ per cent. The New York exchange moved against sterling and the Dutch and Swiss rates were also lower. Eastern exchanges were lower. A sharp rise occurred in the Buenos Aires rate, but the Rio exchange declined. Gold and silver were unaltered. (p. 21)

The Stock Markets opened the week quietly yesterday. Gilt-edged securities experienced a general reaction. Rises occurred in Brazilian bonds. Cables and Wireless stocks and United Molasses shares, as well as in Tea and Tin shares. Dealings began in the new Bristol loan, which was quoted at 2¼ premium. (p. 21)

THE PALESTINE MANDATE

The Report of the Commission appointed last September "to inquire into the immediate "causes" of the recent outbreak in Palestine, and "to make recommendations" for the prevention of its recurrence, was laid before Parliament last night. The Commission, it will be remembered, was composed of three members of the House of Commons, each of whom represented one of the three political parties, under the Chairmanship of SIR WALTER SHAW, a distinguished Colonial Judge. They examined over 120 witnesses ; they heard the representatives of the Government of Palestine and of the Executives of the Arabs and of the Zionist Jews of the country, who were severally allowed to test by examination the reliability of evidence produced by other parties ; they visited many places in Palestine, and they wisely included Transjordan in their itinerary. Their inquiry was thus as comprehensive as the time at their disposal admitted. Their findings may be summed up broadly and generally as follows. The Arab attack on the Jews was neither provoked nor premeditated nor directed against the British administration. The MUFTI of JERUSALEM, who is the chief Moslem religious authority, and the Arab Executive in their collective capacity did not plan or incite disturbances ; but the MUFTI shares in the responsibility for disorders partly caused by his campaign on the issue of the Wailing Wall, while neither he nor the Executive escapes blame for their failure to control and steady their followers before the explosion. On the other hand, contrary to some popular expectation, the conduct of the Palestine Government in general, and in particular of MR. LUKE—then Acting High Commissioner during SIR JOHN CHANCELLOR's absence on leave—is definitely vindicated ; they are shown to have done their best, with most inadequate means, to maintain order till reinforcements arrived. The chief immediate causes of the outbreak were the series of incidents connected with the Wailing Wall, the intemperance of the local Press, the inadequacy of the garrison, the untrustworthiness of the Palestinian Police, who compared most unfavourably with the admirable British contingent, and the erroneous belief, chiefly caused by "uncertainty as to policy," that the Government of Palestine could be influenced by political considerations. These findings, with the remainder of the Report, are signed by all the Commissioners ; but MR. SNELL, the representative of the Labour Party among them, appends a note of reservations in which he takes a more severe view of the conduct of the MUFTI and of the Arab Executive, and expresses the opinion, which many will share, that the Palestine Government "should never have negotiated" with the 300 headstrong Jewish youths whose untimely demonstration at the Wailing Wall on August 15 fanned Moslem excitement to flame.

So far the Report fulfils its purpose, the establishment of the immediate causes of the outbreak. But the Commissioners have gone further, and have dealt at some length with its fundamental cause. This they summarize as the hostility of the Arabs towards the Jews, based on a twofold fear "that by Jewish immigration and land purchase they may be "deprived of their livelihood and in time pass "under Jewish political domination." They express the view that, while the Arabs have incidentally benefited from Jewish immigration and enterprise, the Zionist authorities have latterly departed from the doctrine that the number of immigrants should be regulated by the capacity of the country to absorb them : that the selection of immigrants has been entrusted to the local Jewish Federation of Labour, which, they hint, has introduced persons chosen rather on account of their zeal for Socialism than of their suitability as colonists and has been exercising power without responsibility. They add that the influx of these immigrants has alarmed the Arabs, more especially because of the eviction in their favour of Arab tenants on the estates purchased by the Zionists. Such tenants have in some cases been compensated ; in others they have found employment elsewhere. But there is now no alternative land to which they can migrate ; and thus a landless proletariat is being created in a country which cannot support a larger agricultural population unless intensive cultivation should prove possible in the favoured districts. With these causes of discontent the Commissioners—MR. SNELL excepted—link the desire for a measure of self-government, which the Arab leaders rashly rejected in 1922. By a logical—perhaps an inevitable—transition they pass still further from their terms of reference to the consideration of major questions of policy, and in particular to the apparent contradiction contained in the second and sixth articles of the Mandate—and for that matter inherent in the Balfour Declaration—namely, the pledge undertaken by the Mandatory Power to further the establishment of the Jewish National Home and at the same time to safeguard the civil and religious rights of all the inhabitants of Palestine, and the duty of its administration in Palestine to facilitate Jewish immigration and "close settlement by Jews on the land" without prejudicing the "rights and position" of other sections of the population. It may seem regrettable from some points of view that the Commissioners should so far have exceeded their terms of reference as to reopen the whole question of the interpretation of the Mandate. On the other hand there can be no question at all that varieties of interpretation are current at the present time, and, since the maintenance and successful handling of the Mandate are a matter of national interest and honour, it is just as well that there should be no further room for doubt about it.

The other recommendations with which the Report concludes cover a wide field, ranging from the institution of a scientific inquiry into the prospects of intensive cultivation in Palestine to the examination of the existing Press Law. In two instances certain action has been taken already. The Council of the League of Nations has agreed to the appointment of a Commission to determine the rights and claims connected with the Wailing Wall, and all who realize the bitterness with which this unhappy controversy has been pursued will agree with SIR WALTER SHAW and his colleagues in hoping that this body will be constituted and will leave for Palestine with the least possible delay. Another piece of interim and urgent advice from the Commission has also been met by the prompt dispatch of MR. DOWBIGGIN, the well-known Inspector of Police in Ceylon, to reorganize the local constabulary. Nor is there likely to be serious criticism of the Commissioners' view that two battalions of British infantry should remain as a garrison till interracial relations improve. The reduction of the garrison is recognized as a contributory cause of the outbreak. For the rest the recommendations are generally of minor importance, and there is one omission in the list which will surprise those who are acquainted with conditions in Palestine. The disarmament of the country is notoriously incomplete, and the unlicensed possession of firearms and explosives has not been visited with sufficiently severe penalties and fines, which should be imposed collectively on villages where hidden stores of weapons are detected. The fact that the frontiers of Palestine are not easily closed against smuggling makes it all the more necessary to deal rigorously with the gun-runner and his clients.

There remains the broad question of the relations between the Arab and Jewish communities. The Commissioners recognize, as they were bound to recognize, not only that these relations are extremely strained—they have certainly not been improved by the conditions of the inquiry—but that neither Jews nor Arabs have made any general effort to reach an understanding ; and here MR. SNELL's very interesting observations on the attitude of the younger Jewish immigrants do something to explain the failure of many Jewish leaders in their genuine efforts to improve matters. On the Arab side influential leaders have shown themselves as credulous as the peasantry ; and the account of the measures taken by their religious authorities to create what Americans term a "nuisance value" at the expense of the Jewish devotees of the Wailing Wall suggests that there are some very mischievous children in the robes of Oriental divines. But these psychological factors of hostility lie outside the control of Whitehall. They can only be influenced gradually by the efforts of the local Government, which must steadfastly continue the course set by three devoted High Commissioners of treating its subjects as Palestinians pure and simple, and of making no distinction of race or creed. To sum up, its contents in a phrase, the Report makes a strong case for the definition of the practical limits of Zionist colonization in Palestine if it is not to result in a "poor Arab" problem ; but it also suggests that the first and most obvious duty of the Mandatory Power is to leave no doubt whatever in the mind of either race that this country intends to retain the Mandate with which the League of Nations has entrusted it and to maintain law and order throughout the country. So long as that is clearly understood, there is everything to be said for a clear restatement of the terms of the Mandate and of the policy by which it is to be carried out in practice ; but it would be a profound misfortune if any delay in discovering an interpretation, or in working out a formula, were to arouse the slightest suspicion that the retention of the Mandate itself was at all uncertain.

Guardians of the Poor

This is the day appointed for a new and important departure in the long story of the legislative provisions made by the State for the relief of its poor. In the form in which they have hitherto been known Guardians and Boards of Guardians—for many years past the elected authorities for the administration of Poor Law relief—no longer exist. Under the Local Government Act, 1929, their office has passed into the hands of others, for the work of relief is transferred as it stands from them to the County and County Borough Councils. It is expressly stated by the Ministry of Health that the Consolidated Order which comes into effect to-day does not represent any change in the law relating to the administration of relief. At the same time the Minister wishes local authorities to understand that he regards the policy of transferring the responsibility to these local bodies as being the first step in the process of breaking up the Poor Law, and particularly as placing the responsibility in the hands of authorities who have powers of prevention as well as of relief, especially in regard to the large mass of destitution arising out of sickness or invalidity. These bodies have appointed Public Assistance Committees, specially charged with relief duties. Each of these committees has in turn appointed a Public Assistance Officer, while more localized details will be in the hands of what are now to be called Guardians' Committees. Many of the new Public Assistance Officers and many of the coopted members of the Guardians' Committees have been leading workers under the system now superseded. Some disappointment has been caused by the fact that—owing, no doubt, to the policy of keeping the committees numerically small—the names of other keen and active members of the old elected Boards of Guardians are not at present included in the lists of the committees. It is, however, expected that in time, because of the wide scope of the work to be done by the committees, it may be found necessary to absorb into their *personnel* most, if not all, of the previous Guardians who may be able and willing to continue their public service.

In an article printed yesterday a Correspondent traced the salient steps in the progressive reform of the administration of poor relief from the time of QUEEN ELIZABETH till to-day. The story begins with the appointment, under the Act of 1601, of the first Overseers of the Poor, who were empowered to raise and administer a common fund for the necessary relief of the poor—known in those days, and, indeed, till a comparatively late date, as paupers. It ends with the Act in which MR. NEVILLE CHAMBERLAIN linked up Poor Law Reform with the policy of derating. Not only in the interval of over three centuries between the two measures, but also long before the Tudor period, the rulers of the United Kingdom have been at least as fully alive as those of other countries to the obligations of the State to provide for the more pressing necessities of the poor and destitute. The discharge of those duties has from time to time been marred and vitiated by narrowness of vision, faulty administration, and lack of proper human sympathy and altruism. These defects, due primarily to the spirit of parochialism born of the system under which the Elizabethan overseers began their work, have not been altogether unknown in times much nearer to our own. Still, on the whole, there has been a continuous and progressive advance. By gradual stages the system has been reformed and improved by such modifications as the seventeenth-century movement for the institution of workhouses ; the appointment of Commissioners (afterwards called the Poor Law Board) under the Poor Law Amendment Act of 1834 ; the entrusting of all relief and health duties to the Local Government Board ; the grouping of Boards of Guardians into Unions ; the establishment by private endeavour of Poor Law Conferences ; the extension of the principle of out-relief ; and the recommendations contained in the report—presented in 1909—of the Royal Commission on the Poor Laws and the Relief of Distress. Through all the changes and chances of the last few reigns the Guardians—the lineal descendants, so to speak, of the early seventeenth-century overseers—have come in for a good deal of criticism and even of abuse. But they have also been deservedly commended as a body for the self-sacrifice and devotion with which, through evil report and good, great numbers of them have set themselves to the voluntary work of caring for their poorer neighbours. There has long been a general feeling that the time has come for the centralization and rationalization of the huge and complicated system to which poor relief, under modern conditions, has now grown. Sooner or later the change had to come, and it is not to be doubted that the authorities who are to take the place of the Guardians will rise to their new responsibilities. But the country should not forget that the passing of the Guardians means the end of a chapter of our island story in which, under that name, a large body of men and women, by their intimate knowledge of local conditions and the magic of the personal touch, have done good service to the poor and earned the gratitude of the rest of the State.

All Fools

It is a bad thing for any people when the origin and meaning of its great national feast days grow obscure in the common memory, and it is the peculiar splendour of the glorious First of April that alone of the national days it grows more obvious, more appropriate, more full of meaning with the passage of every year. There was a time, no great while since, when a whole class of the community felt shut out from the commemoration of this day. While ordinary men amused themselves by delightful experiments in practical or verbal untruth, as a means of bringing into daylight the folly and gullibility of their fellows, the community of the learned sat apart. It was not that there were not plenty of people to mock at them and to echo the remark that "a fool, unless he knows "Latin, is never a great fool." The learned could afford to let such things be said, knowing that the world in general recognized the existence of a class of wise clerks whose opinion it would seek upon all matters—"surely "they must know—don't you think they're "likeliest to know, they with their Latin," as FRA LIPPO LIPPI says. The early seventeenth century is often mentioned as the latest period at which a man could attempt to take all knowledge for his province. Even then we were well on the high road to the departmental mind. As the beginning of the eighteenth century the custom of making April Fools took on a new vigour in England, and it is legitimate to surmise that this new vigour, coming so soon after the foundation of the Royal Society and the successful fooling of that learned body by CHARLES II., was the popular recognition of the increasing universality of the Feast.

To-day we have no wise men of a general competence, to whom recourse can be had in emergencies, but only specialists. To know a great deal about some one thing is often to be useful but seldom makes for wisdom. Those who are preoccupied with the sciences of measurement are particularly at a loss when dealing with what they cannot measure. In general any special competence in one of the ways of knowing reality makes a man cut a sorry figure of mingled vanity and ineptitude, when confronted with matters unsuited to the technique he has mastered. The world is full of cobblers who have the sense to stick to their last, for in each field of study the way to succeed is to stake out a very modest claim and to keep rigidly inside it till the compliments and honours begin to come. No lawyer knows the law, but a good lawyer knows where it can be found, and the most a sensible man can do today is to know whom to ask about each of the ramified divisions of modern knowledge. The day does not seem very distant when men will be accounted fully worthy of university chairs because of their exceptional acquaintance with the bibliography of a subject, instead of with a subject itself. Because our libraries are so vast we realize our individual ignorance more, and, look at it how we will, ignorance is a great part of folly, and the dunce is never far from being the fool. All he can do is to go slowly, speaking little and attaching himself to a different teacher for every matter involving knowledge and calling for decision. That is such a melancholy way of going on that nobody attempts to follow it. We prefer to be uninstructed and gullible. But we have to do what we do with our eyes open. Knowing that knowledge is power we do without it because we prefer ignorance and guesses to the intolerable tedium of endless study and pupillage at the mercy of a growing range of strictly delimited experts. It is the jollier course, but whenever it trips up one of our fellows we fix to-day's great noun upon him. With each year the gulf between the accumulated knowledge that is on record and the individual equipment will grow more vast. More and more we shall be asked to trust because we cannot hope to follow and understand, and the significance of April the First will grow yearly greater.

THE LANGUAGE OF FLOWERS

TO THE EDITOR OF THE TIMES

Sir,—Here is a copy of an extract from a Dutch bulb catalogue which has been a family treasure of ours for some years :—

"Dear Sir, Madam ! In the present time, when you receive a catalogue of a Dutch Bulbgrower, he asks of you much patience and time, as he tells you of his 'world-known old bulb-house,'—you must believe it, can be a business only some years old—an other tells you about the very economical bad days'—he thinks, you don't know it—, an other something else, but I say, therewith you have no flowers in your garden for less or no money—I say—TIME IS MONEY ! see now my prices—send your order to me and see the very good quality I send—and on receipt, you will say, 'Only —— has right,' now we know, what we have and I shall through the delivery of strong hardy bulbs hold my reputation high, as a good gardener for English gardens."

Yours faithfully, E. WELLER.

6, Chepbourne-road, Bexhill-on-Sea, March 28.

THE FOUNDATIONS OF BELIEF

LORD BALFOUR'S "DOUBT"

A LIFE-LONG CONVICTION

TO THE EDITOR OF THE TIMES

Sir,—In the noble memoir of Lord Balfour for which we have to thank *The Times* you refer to the impression made upon some people at the time of publication by the title of his first important work, "A Defence of Philosophic Scepticism," as though it suggested a purpose hostile or supercilious towards religion. In the second edition the word "Doubt" was substituted for "Scepticism," and the author explained that this was to cancel the effect of the latter word in the

hope that it might be "less misleading" to those who heard of the book without reading, and were guided by the prevailing association of the word Scepticism with anti-religious thought.

Whether the change was sufficient to correct the original impression in the minds of many who had received it may be doubted. But pretty certainly it failed to convey to many what was really the truth, which was, of course, that the "scepticism" or "doubt" was directed not against religion but in a large degree against the dominant philosophy of the day, which was very generally believed or felt to threaten religious faith. This was usually spoken of as Materialism (or by Mr. Balfour, Naturalism), and its association with such names as those of J. S. Mill, Herbert Spencer, Bain, and G. H. Lewes shows how commanding it was held to be. The title of the book declared that a young writer had appeared who, with commanding power of thought and style, did not hesitate to challenge the dominance of this philosophy. While doing full justice to its legitimate achievements, he met full front any claim to such philosophic adequacy as made it threaten religion.

He pursued the argument in a second book with a more positively suggestive name, "The Foundations of Belief." He adhered to it through life. It was his task to demonstrate "that the least unification open to us must include the foundations of theology and of Christian theology." His was the deep conviction of a Christian believer. He would not have had the presumption to speak of proving it. But convinced of it mentally as well as morally he was. It supported him in some of the most searching trials of his life. It was a main part (though not the whole) of what he meant when in the last weeks of his life he sent a message, in words underlined, to the effect that "All the old things last with me." It was the foundation supporting a prolonged deathbed which impressed and ennobled all who were allowed to approach it.

His is one of the lives of great statesmen of our own time which illustrate and may encourage belief. I trust that, as one who speaks from a deep and long intimacy, I am not wrong in asking your leave to point to this feature, as a cardinal feature, in a mind and life which has received such general and respectful admiration. I am, &c.,

EDWARD S. TALBOT, Bishop.

Edwinstowe, Torquay, March 29.

WEST INDIAN SUGAR

TO THE EDITOR OF THE TIMES

Sir,—It is regrettable that the Chancellor of the Exchequer still appears to remain ill-informed with regard to some of the elements of the sugar situation. He told Mr. Ormsby-Gore last night that to increase the British rate of preference to the Canadian rate would cost the Exchequer about £1,333,333 a year. The Canadian preference on British Colonial sugar exceeds the British preference by 18s. 9d. a ton. Mr. Snowden's estimate would imply that the British consumption of preferred sugar, including the home production, amounted to 1,428,271 tons a year. The Empire imports and home production in 1929 totalled 990,000 tons.

Further, in telling Mr. Ormsby-Gore that British sugar producers pay "the excise," he refrained from explaining that what they pay is just half the rate of the import duty, and that they thus get a preference of £5 16s. 8d. a ton against the Colonial's £3 14s. 8d., sharing the additional fiscal protection now given to the refining industry. Besides this they get subsidy at the rate of £5 16s. 8d. a ton ; their total help from the State being thus £11 13s. 4d., a ton, *i.e.*, one penny farthing a pound. All the Colonies would need under a single buying scheme would be about one farthing a pound.

Yours faithfully,

OLIVIER.

Old Hall, Ramsden, March 28.

"OF UNKNOWN PEDIGREE"

TO THE EDITOR OF THE TIMES

Sir,—Now that he has made acquaintance so delightfully with the columns of your Racing Correspondent, Professor Ernest Barker must read them with greater assiduity if in future excursions to the Turf he would escape the perils of a "sort of subnormal simplicity."

Dr. Barker tells us that he has been reading Professor MacBride's letter on fitness and eugenics and the value of breeding from stocks of known pedigree, and, like a good democrat, he finds a comforting refutation of his friend's (to modern minds) dismal theories in the statement that Shaun Goilin, the hero of the Grand National, is "described as of unknown pedigree." If only Dr. Barker had followed your racing notes with his usual care he would have learnt so long ago as last December the romantic, if irregular, story of Shaun Goilin's breeding. Here it is :—

It appears that his dam, Golden Day, was at grass in a field in Ireland and that in the next field were a number of two-year-olds. The fields being separated by banks, it was not difficult to get from one to the other, and the colts got into her enclosure, after which she was found to be in foal obviously by one of these colts. As it is not known which of the colts was the sire of Shaun Goilin, he must always appear on the programme as by a sire, name unknown.

The two-year-olds were, of course, aristocrats of the equine world, and, though actual paternity must remain unknown, there can be no question of the blueness of Shaun Goilin's blood. Dr. Barker must forgo his consolation, and the science of eugenics can still hold up its head.

I am, &c.,

HIPPODAMUS.

ANOTHER M. TARDIEU

TO THE EDITOR OF THE TIMES

Sir,—I wonder if many of your readers will remember the earlier M. Tardieu in the Loyal Servant's "Right Jöyous and Pleasant History" of Bayard ?

In Picardy Bayard was met and attended by a company of young gentlemen, among them one Tardieu, "a mirthful, pleasant man," who gave the Good Knight some sound advice about making an impression on the handsome ladies of the country by announcing a tourney. "On my word, Master Tardieu," replied Bayard, "had you asked a greater matter, assure yourself I should not have refused you ; how then this which is as pleasing to me as to you, and perhaps more so ? If you will send me the trumpet to-morrow morning, and we can gain our Captain's leave, I will give you satisfaction in this affair." The tourney was held, Bayard, Tardieu, and a Scottish captain named David greatly distinguishing themselves, and a magnificent banquet was given to the ladies.

Bayard and Tardieu became excellent friends, but had a disagreement over the taking of some Spanish booty, Tardieu asserting that he ought to go shares because he had been "of the *undertaking*," and Bayard protesting smilingly that he had nevertheless not been "of the *taking*." Ultimately Bayard won his heart by giving him half, and "Tardieu by means of this money was a wealthy man all his days ; for on his return from Naples to France he was enabled, through it, to marry an heiress, daughter of a Lord of St. Martin, who had three thousand pounds a year." Bayard divided his own share among his garrison, without keeping a penny for himself.

Yours faithfully,

ALFRED TRESIDDER SHEPPARD.

Saffron Walden, Essex, March 26.

PALESTINE

REPORT ON THE RIOTS

JEWS AND ARABS

MEANING OF THE MANDATE

The report was published last evening of the Commission appointed by the Secretary of State for the Colonies on September 13, 1929, to "inquire into the immediate causes of the recent outbreak in Palestine, and to make recommendations as to the steps necessary to avoid a recurrence."

The Commission consisted of Sir Walter Shaw (chairman), Sir Henry Betterton, M.P., Mr. R. Hopkin Morris, M.P., and Mr. H. Snell, M.P. All the Commissioners sign the report, but Mr. Snell adds a long note in which he makes important reservations.

Generally, the Commission find that the outbreak of last August had its fundamental cause in the Arab feeling of animosity and hostility towards the Jews, arising from the fear that by Jewish immigration and land purchase they may be deprived of their livelihood, and eventually pass under Jewish domination. The Commissioners urge the British Government to issue a clear statement of policy, containing in positive terms the meaning which they attach to passages in the Mandate providing for the safeguarding of the rights of the non-Jewish communities.

The outbreak into which the Commission inquired concerned the rights and claims which have from time to time arisen in connexion with the Holy Places in Palestine. The report explains :—

In 1922 his Majesty's Government prepared and, in accordance with Article 14 of the Mandate, presented to the Council of the League of Nations for its approval a scheme for the constitution of the Holy Places Commission for which that Article provides. As it proved impossible to reach a general agreement with regard to the scheme, it was withdrawn, his Majesty's Government intimating that they would be prepared to consider any alternative plan which the other Powers represented on the Council were able to agree among themselves. No such plan was formulated and in consequence the Holy Places Commission has not yet been appointed. In 1924, however, his Majesty issued an Order in Council the effect of which was to withdraw from the Courts of Palestine any "cause or matter in connexion with the Holy Places or religious buildings or sites in Palestine or the rights or claims relating to the different religious communities in Palestine."

The Western or Wailing Wall in Jerusalem is the only Holy Place in Jerusalem in which both Moslems and Jews have a direct concern. In consequence, it is at all times a potential element of friction between, on the one hand, the Sheikhs of the Haram and the officials of the Mughrabi Waqf and, on the other, those who conduct Jewish devotional services at the Wall. His Majesty's Government in November, 1928, in effect endorsed the action which an officer of the Palestine Government took on the Jewish Day of Atonement when, finding that an order given overnight had not been obeyed, he effected through the police the removal of a screen, the introduction of which on to the pavement in front of the Wall had given rise to complaints by the Moslems that there had been an innovation of practice.

SELF-GOVERNMENT

The report opens with a description of Palestine, geographical and historical, and an account of Palestine Administration and of British policy. It had been declared repeatedly on behalf of the British Government that they contemplated the gradual development in Palestine of self-governing institutions. Representative Arab leaders refused to cooperate with the Administration, and the report shows that the position when Sir Herbert Samuel published his declaration in May, 1923, stating that the High Commissioner in the meantime would act in consultation with an Advisory Council, still continues.

Another matter to be borne in mind before considering the Commissioners' conclusions is that the question of constitutional development was seldom active between 1924 and 1927. "This state of quiescence," says the report,

may in a large measure have been due to the knowledge that Lord Plumer (High Commissioner of Palestine from August, 1925, to July, 1928) firmly held the view that attempts to introduce any form of representative government in Palestine should be deferred until the local representatives of the people had . . . obtained practical experience of administrative methods and the business of government, and until the people themselves had learnt discrimination in the selection of their representatives. With the object of so training the people and their representatives Lord Plumer, with the approval of the Secretary of State for the Colonies, introduced a wider measure of local self-government than had previously obtained under the British regime.

Towards the end of Lord Plumer's tenure of the appointment of High Commissioner, the question of constitutional development once more became a live one, but consideration of it was left until his successor (Sir John Chancellor) assumed office in December, 1928. Sir John Chancellor, . . . after a careful examination of the position, put forward certain proposals in June last. We have no intention in this report of examining the proposals, which were of a confidential character. These proposals were still under your consideration in August last when the disturbances began. In consequence of those disturbances all discussion of the question has now been suspended.

A further important consideration is the problem which has much concerned successive High Commissioners : the establishment and development of a sound system of public finance in Palestine. On this matter the report says :—

The financial record of the Government of Palestine is one of which any administration would have good reason to be proud. In the early years of the Administration, revenue barely balanced expenditure. . . . In more recent years the Palestine Government accumulated large surplus funds, the greater part of which they have utilized for extinguishing by purchase the share of the Ottoman Public Debt allocated to the country by the Treaty of Lausanne. They have repaid to his Majesty's Government—partly out of loan funds and partly out of revenue—sums approaching a total of £1,500,000, they have defrayed five-sixths of the cost of the Trans-Jordan Frontier Force, . . . since April 1, 1927, they have repaid to his Majesty's Government the amounts by which the cost of the British forces stationed in Palestine and Trans-Jordan have exceeded the cost of those forces when stationed in Great Britain.

THE MANDATE

Two provisions in the Mandate for Palestine which bear directly upon the establishment of a Jewish national home are recited in the report in order to make the position clearer. These are :—

"The Mandatory shall be responsible for placing the country under such political, administrative, and economic conditions as will secure the establishment of the Jewish national home, as laid down in the preamble, and the development of self-governing institutions, and also for safeguarding the civil and religious rights of all the inhabitants of Palestine, irrespective of race and religion."

"The Administration of Palestine, while ensuring that the rights and position of other sections of the population are not prejudiced, shall facilitate Jewish immigration under suitable conditions and shall encourage, in cooperation with the Jewish Agency . . . . close settlement by Jews on the land, including State lands and waste lands not required for public purposes."

When a census of Palestine was taken on October 23, 1922, the total population was 757,182, of whom 590,890 were Moslems, 83,794 were Jews, and 73,024 were Christians. The most recent demographic statistics relate to the middle of 1928, when the population was estimated at 898,000, of whom 660,000 were Moslems,

150,000 were Jews, and 79,000 were Christians. A large majority of the Christians are of Arab origin. Hebrew is now the language of tuition in almost oll Jewish schools in Palestine.

The Commissioners refer to the setting-up of a Joint Survey Commission by the Zionist Organization in conjunction with the leaders of non-Zionist Jews in America. In 1927 a committee of experts appointed by the Survey Commission visited Palestine, charged with the duty of advising on various aspects of the problem of Jewish settlement in that country. Upon their reports the Joint Survey Commission founded its own report, which was designed to provide a basis for cooperation between Zionists and non-Zionists in the development of the Jewish National Home. The report of the Commission with some modification was accepted by the Greater Actions Committee of the Zionist Organization in 1925, and in the following year the protracted negotiations with Mr. Louis Marshall, President of the American Jewish Committee, bore fruit when the scheme for the creation of the enlarged Jewish Agency was adopted at the 16th Zionist Congress which was held at Zurich in July and August last. The scheme, while it gave non-Zionists, and particularly American non-Zionists, a voice in the councils of the enlarged Jewish Agency, ensured that effective control over the affairs of that body should not pass from Zionist hands.

An important chapter in the report deals with the difficulties inherent in the Mandate. The Commissioners say:—

It is, in our view, incontestable that difficulties inherent in the Balfour Declaration and the Mandate are factors of supreme importance in the consideration of the Palestine problem. These difficulties were appreciated in 1922; partly to meet them, but still more with the object of removing uncertainty as to the future conduct of British policy in Palestine, Mr. Churchill in June of that year issued the statement (contained in the White Paper of 1922), which, without doubt, is by far the most valuable contribution that has yet been made to the elucidation of the Palestine problem.

In our view, it would be of great advantage if his Majesty's Government were to issue some more positive definition of the meaning which they attach to the second part of the Balfour Declaration and to those provisions in the Mandate which, being based upon that part of the Declaration, provide for the safeguarding of the rights of the non-Jewish communities in Palestine.

We would further urge that, in the interests alike of all sections of the people of Palestine and of the local Administration, his Majesty's Government should define with unequivocal clearness the meaning which they attach to the Balfour Declaration as a whole, and should state with equal clarity the course of policy which they intend to be pursued in that country in the future.

It is our view that the issue of a clear definition of policy, backed by a statement that it is the firm intention of his Majesty's Government to implement that policy to the full, would be of the greatest assistance in securing the good government of the country.

THE CONCLUSIONS

With these preliminary explanations, it is possible to summarize the Commission's general conclusions. Below is an abstract of those conclusions on the more important matters raised by the inquiry, the findings on the causes of the outbreak, and the recommendations:—

The outbreak in Jerusalem on August 23, 1929, was from the beginning an attack by Arabs on Jews for which no excuse in the form of earlier murders by Jews has been established.

The outbreak was not premeditated. Disturbances did not occur simultaneously in all parts of Palestine.

The disturbances took the form, for the most part, of a vicious attack by Arabs on Jews accompanied by wanton destruction of Jewish property. A general massacre of the Jewish community at Hebron was narrowly averted. In a few instances, Jews attacked Arabs and destroyed Arab property. These attacks, though inexcusable, were in most cases in retaliation for wrongs already committed by Arabs in the neighbourhood in which the Jewish attacks ocurred.

The outbreak neither was nor was intended to be a revolt against British authority in Palestine.

POSITION OF THE MUFTI

The motive of desire to secure his own position as President of the Supreme Moslem Council, which formed part of the case put forward against the Mufti, had not been established. In playing the part that he took in the formation of societies for the defence of Moslem Holy Places and in fostering the activities of such societies when formed, the Mufti was influenced by the twofold desire to annoy the Jews and to mobilise Moslem opinion on the issue of the Wailing Wall. He had no intention of utilizing this religious campaign as the means of inciting to disorder. Inasmuch as the movement which he in part created became through the force of circumstances a not unimportant factor in the events which led to the outbreak, the Mufti, like many others who directly or indirectly played upon public feeling in Palestine, must accept a share in the responsibility for the disturbances.

The innovations of practice introduced by the Moslem religious authorities, of whom the Mufti is the head, in the neighbourhood of the Wailing Wall were intended in part to annoy the Jews and in part to emphasize Moslem rights of ownership over the Wailing Wall, the pavement in front of it and the surrounding property. Generally, however, in the matter of innovations of practice little blame can be attached to the Mufti in which some Jewish religious authorities also would not have to share.

There is no evidence that the Mufti issued any requests to Moslems in Palestine to come up to Jerusalem on August 23 and no connexion has been established between the Mufti and the work of those who either are known or are thought to have been engaged in agitation and incitement.

After the disturbances had broken out the Mufti cooperated with the Government in their efforts both to restore peace and to prevent the extension of disorder.

The charges of premeditation and of organization of the disturbances are not proved against the Palestine Arab Executive, and, if made in relation to the actual events of August 23 and the following days, are negatived by the known facts.

The charge of deliberate incitement to disorder has not been substantiated against the Palestine Arab Executive as a body, but the Commissioners have little doubt that some of the constituents who elected the Executive carried out among the more ignorant Arab people a campaign of propaganda calculated to incite them.

It is probable, though except in one case there is no proof, that individual members of the Arab Executive further exacerbated racial feeling after the disturbances had begun.

For their failure to make during the week preceding the disturbances an attempt to control their followers by declaring publicly and emphatically that they were on the side of law and order, neither the Mufti nor the Palestine Arab Executive can be acquitted of blame.

COMPLAINTS AGAINST THE GOVERNMENT

No blame can properly be attached to Mr. Luke on the ground that he did not obtain reinforcements from neighbouring countries before August 23.

The Commissioners endorse Mr. Luke's action in declining to arm the considerable number of Jewish people whose services were offered to him, and are satisfied that, in taking his decision that 41 Jewish special constables should be disarmed, Mr. Luke was following the highest military advice available to him and was using his own unbiased judgment as to the line of action best calculated to serve the interests of the people with whose well-being he was charged.

On the question of present and future policy in regard to the arming of Jewish colonies there is a difference of opinion among the Commissioners.

The police and the crews of armoured-cars exercised a wise discretion in the use and withholding of fire during the disturbances.

Many exciting and intemperate articles were published in the Press in Palestine between October, 1928, and August, 1929, and the Commissioners consider that the power of the Palestine Government to suspend the Press should have been invoked against papers which published some of these articles.

The report attaches no blame to any police officer for failure to prevent the Jewish demonstration at the Wailing Wall on August 15. It is the Commissioners' view that those who were present during the discussions with the leaders of the Jewish youth failed to make it clear to Major Saunders that the Jewish leaders had declined to accept one of the conditions which Mr. Luke had attached to his decision that the procession should be allowed to go to the Wailing Wall.

Any attempt to have prevented by force the Moslem demonstration which took place on August 16 would have been dangerous and ill-advised.

The complaint that the Palestine Government have consistently shown a lack of sympathy towards the establishment of the Jewish national home and that their policy has been one of weakness is, in a large measure, due to the difficulties inherent in the Mandate and to a failure to appreciate the dual nature of the policy which the Government have to administer. It is the Commissioners' view that the Government did discharge to the best of their ability the difficult task of maintaining a neutral and impartial attitude between two peoples whose leaders have shown little capacity for compromise.

IMMIGRATION

Jewish enterprise and Jewish immigration, when not in excess of the absorptive capacity of the country, have conferred material benefits upon Palestine in which the Arab people share. The Commissioners consider, however, that the claims and demands which from the Zionist side have been advanced in regard to the future of Jewish immigration into Palestine have been such as to arouse among the Arabs the apprehensions that they will in time be deprived of their livelihood and pass under the political domination of the Jews.

Sir John Campbell was right when he reported that the crisis of 1927 and 1928 was due "to the fact that immigrants have come into Palestine in excess of the economic absorbing power of the country."

There is incontestable evidence that, in the matter of immigration, there has been a serious departure by the Jewish authorities from the doctrine accepted by the Zionist Organization in 1922 that immigration should be regulated by the economic capacity of Palestine to absorb new arrivals. . . . Arab apprehension caused by Jewish immigration was a factor which contributed to the outbreak.

The selection of immigrants under the Labour Schedule is in effect entrusted to the General Federation of Jewish Labour in Palestine. In the allocation of certificates supplied to them for this purpose, it is the practice of the federation to have regard to the political creed of the several possible immigrants rather than to their particular qualifications for admission to Palestine. This system cannot be defended; that political creed of any complexion should be a deciding factor in the choice between intending immigrants is open to the strongest exception.

LAND PROBLEM

Soon after the institution of civil government in Palestine the Administration became anxious lest the interests of tenants and cultivators should be prejudiced by the sale of large estates. The Land Transfer Ordinances of 1920 and 1921 were passed with the object of protecting the interests of cultivators and of preventing their expropriation from the soil. Those Ordinances failed to achieve their objects and were replaced by the Protection of Cultivators Ordinance of 1929.

Between 1921 and 1929 there were large sales of land, in consequence of which numbers of Arabs were evicted without the provision of other land for their occupation. In some cases the Arabs who were dispossessed received cash compensation, and no criticism can be levied against the Jewish land companies in respect of these transactions. . . .

The Protection of Cultivators Ordinance of 1929, while giving compensation for disturbance, does nothing to check the tendency towards the dispossession of cultivators from their holdings. The mere provision of compensation in money may even encourage that tendency.

The position is now acute. There is no alternative land to which persons evicted can remove. In consequence a landless and discontented class is being created. Such a class is a potential danger to the country. Unless some solution can be found to deal with this situation, the question will remain a constant source of present discontent and a potential cause of future disturbance.

Palestine cannot support a larger agricultural population than it at present carries unless methods of farming undergo a radical change. With more intensive cultivation, should this prove to be possible, room might be found for a number of newcomers in certain districts.

It is a matter for regret that the Arab leaders did not accept the offer of a Legislative Council that was made to them in 1922. To-day the Arab people of Palestine are united in their demand for a measure of self-government. . . . It is the Commissioners' belief that a feeling of resentment among the Arabs of Palestine, consequent upon their disappointment at continued failure to obtain any measure of self-government, is greatly aggravating the difficulties of the local administration.

MANDATE DIFFICULTIES

The difficulties inherent in the Balfour Declaration and in the Mandate for Palestine are factors of supreme importance in the consideration of the Palestine problem. The issue of a clear definition of policy, backed by a statement that it is the firm intention of his Majesty's Government to implement that policy to the full, would be of the greatest assistance in securing the good government of the country.

There exists among the Arabs in Palestine a strong feeling of resentment at a position in which, while they have no means of direct access to his Majesty's Government, the Jews in Palestine, through the exercise of the functions conferred upon the Zionist Organization by Article 4 of the Mandate, are allowed to approach his Majesty's Government direct.

The policy of reducing the garrison in Palestine and Trans-Jordan was carried out too far.

The conduct of the British police in Palestine during the period of the disturbances deserves the highest commendation. The Palestinian police, regarded collectively, were not to be relied upon after fire had been opened. . . . The Trans-Jordan Frontier Force behaved with exemplary loyalty. The Intellingence Service in Palestine has proved to be inadequate.

The fundamental cause, without which, in the Commission's opinion, disturbances either would not have occurred or would have been little more than a local riot, is the Arab feeling of animosity and hostility towards the Jews consequent upon the disappointment of their political and national aspirations and fear for their economic future. The feeling as it exists to-day is based on the twofold fear of the Arabs that by Jewish immigration and land purchase they may be deprived of their livelihood and in time pass under the political domination of the Jews.

THE RECOMMENDATIONS

The Commissioners preface their recommendations by stating that, in so far as they concern immigration and land questions, they are largely based on the assumption that, in their definition of policy, his Majesty's Government will clearly state that the rights and position of non-Jewish communities in Palestine are to be fully safeguarded. Below is an abstract of their recommendations:—

It is the Commissioners' view that the issue of a clear statement of the policy which his Majesty's Government intend to be pursued in Palestine is essential to the good government of that country. They therefore recommend that his Majesty's Government should consider the advisability of issuing such a statement with the least possible delay; it is important that his Majesty's Government should make it clear that they intend to give full effect to that policy with all the resources at their command.

Whatever form that statement of policy may take, its value would be greatly enhanced (i) if it contained a definition in clear and positive terms of the meaning which his Majesty's Government attach to the passages in the Mandate providing for the safeguarding of the rights of the non-Jewish communities in that country, and (ii) if it laid down, for the guidance of the Government of Palestine, directions more explicit than any that have yet been given as to the conduct of policy on such vital issues as land and immigration.

Any uncertainty as to the line of policy to be pursued in the vital matter of immigration is bound to be reflected in the conduct of the Palestine Government and in the attitude and temper of the Arab people and of those who represent Jewish interests. The report recommends therefore that his Majesty's Government should issue at an early date a clear and definite declaration of the policy which they intend to be pursued in regard to the regulation and control of future Jewish immigration to Palestine, and, in the framing of that declaration, should have regard to the Commission's conclusions on the subject of immigration.

Until such time as some form of representative Government is established in Palestine, machinery should, if possible, be devised whereby non-Jewish interests in Palestine could be consulted upon matters which, had there been a Legislative Council, would have been referred to the special immigration committee of which mention is made in the statement of policy contained in the White Paper of 1922.

A scientific inquiry should be undertaken by experts into the prospects of introducing improved methods of cultivation in Palestine. Land policy could then be regulated in the light of facts ascertained by those scientific investigations. . . . It is of vital importance that, pending the results of this survey, the present tendency towards the eviction of peasant cultivators from the land should be checked.

The Palestine Government should consider the possibility of reviving the Agricultural Bank or of providing by other means for the need of the poorer cultivators who require credit facilities to enable them to improve their present methods of farming.

The Commissioners do not wish to make any formal recommendation on the question of constitutional development. They would, however, urged that . . . regard should be had to their conclusion that the absence of any measure of self-government is greatly aggravating the difficulties of the local Administration.

THE WAILING WALL

In December, while they were still in Palestine, the Commissioners communicated a recommendation that his Majesty's Government should take such steps as lay within their power to secure the early appointment, under Article 14 of the Mandate for Palestine, of an *ad hoc* Commission to determine the rights and claims in connexion with the Wailing Wall. They thought it advisable to anticipate this recommendation and to bring it to the notice of the Secretary of State in time for his Majesty's Government, if they so desired, to make use of it when the question of the appointment of such a Commission came before the Council of the League of Nations last January. They have since learned that the League Council agreed to the proposed appointment of a Commission. The early determination of rights and claims connected with the Wailing Wall is, in the Commissioners' view, a measure essential in the interests of peace and good government in Palestine. They consider, therefore, that the constitution of the Commission and its departure for that country should be expedited by every possible means.

Steps should be taken to ensure that the attention of senior officers of the Palestine Government is in future called to any articles appearing in the Press in Palestine which are of an inflammatory character. . . . The Palestine Government should examine the Press Law now in force in that country with a view to making provision, if such provision does not now exist, which would enable them to obtain from the Courts a conviction in any case in which it is proved that articles tending to a breach of the peace have been published in a newspaper in Palestine. Steps should at once be taken to remedy the admitted defects in the Intelligence Service in Palestine. . . .

His Majesty's Government should reaffirm the statement made in 1922 that the special position assigned to the Zionist Organization by the Mandate does not entitle it to a share in any degree in the government of Palestine. His Majesty's Government should examine the possibility of laying down some precise definition of the meaning of Article 4 of the Palestine Mandate.

The question of the most suitable form of garrison for Palestine should be referred to the appropriate advisers of his Majesty's Government.

FUTURE PEACE

In presenting those recommendations, the Commissioners say they believe they would form a basis upon which the future peace of Palestine might rest. There is, however, they say, much that lies outside the control of his Majesty's Government, over which the Palestine Government has little influence, and there are remedies, more important perhaps than any suggested in the report, which must remain in the hands of the two peoples who, in a country restricted in area, have to live together under one Government, whatever the constitution of that Government may be. They conclude:—

In an atmosphere in which racial antagonism and mutual suspicion are general and which has been still further poisoned by the tragic events of last August, it may seem idle at this moment to point out that there is little prospect either of the success of Jewish colonization in Palestine or of the peaceful and progressive development of the Arab people unless cooperation between the two races, the composure of their differences, and the removal of causes of suspicion are by some means brought about.

The prospects of joint endeavour in any field of political activity are not encouraging. The events of last August cannot easily be forgotten. Cooperation in economic affairs may, however, be possible and is the one means whereby the compensatory advantages of Jewish settlement can be brought home to the Arab people. . . . It would seem that, so far, little effort has been expended in this direction. It is true that Jewish immigration and Jewish enterprise have conferred great benefits on the country in which the Arab people share. But the advantages to the Arabs have been, as it were, incidental to the main purpose of the enterprise and did not form part of the original design. In the result, while the Jews claim credit, and rightly so, for benefits conferred upon the country as a whole, the Arabs show no gratitude for advantages accruing to them . . . .

To the Arab and Moslem leaders there falls a duty which is unmistakably clear. They should make it known to all their followers and to all their co-religionists that, both collectively and as individuals, they are opposed to disorder and to violence. And, if from the Jewish side a genuine attempt is made at cooperating in agriculture or in other economic activities, it will be incumbent upon the Arab leaders, by responding to that attempt, to show that they were sincere when they professed before us that they were not opposed to Jewish activities in Palestine where these are of clear benefit to their countrymen of their own race.

MR. SNELL'S NOTE

MOSLEM AND ARAB "ANIMOSITIES"

Mr. Snell has signed the report with his fellow Commissioners, but he appends to it a note of reservations. He is not in agreement with the general attitude of his colleagues towards the Palestine problem. He believes that many of the immediate causes of the riots of last August were of a temporary rather than of a fundamental character and were due to fears and antipathies which, he is convinced, the Moslem and Arab leaders awakened and fostered for political needs. He writes:—

I therefore take a more serious view than do my colleagues of the responsibility of those leaders for the character and conduct of the campaign of incitement which preceded the disturbances. I believe that desire to secure the support of a united Moslem people provided the Mufti with all the motive that he required, and, while I am not satisfied that he was directly responsible for, or even that he connived at, the character of the anti-Zionist campaign which was conducted by some of his followers, I have not the least doubt that he was aware of the nature of that campaign and that he realized the danger of disturbance. . . .

I therefore attribute to the Mufti a greater share in the responsibility for the disturbance than is attributed to him in the report.

Nor am I able to accept the limits which in the report are placed upon the responsibility of the Arab political leaders for the results of the campaign of agitation. If the campaign of political agitation had for its objectives the removal of grievances and the securing of safeguards for the future, the methods of propaganda adopted by the Arab leaders were, in my opinion, ill-chosen and futile; if, on the other hand, the campaign was designed to arouse Arab and Moslem passion, those who participated in it, knowing full well the results of like agitation in the past, cannot have been unaware of the possibility that serious disturbance would follow. . . . I find it difficult to believe that the actions of individual members of the Executive were unknown to that body or indeed that those individuals were acting in a purely personal capacity.

At the same time, Mr. Snell says he is convinced that in no sense can the mass of the Arab people of Palestine be associated with the events of last August. In regard to the campaign of incitement, he is unable to agree with the conclusions in the report acquitting the Moslem religious authorities of all but the slightest blame for the innovations introduced in the neighbourhood of the Wailing Wall. He adds:—

The observing Arab nationalists (among whom I count many of the Moslem religious leaders) were quick to exploit the opportunity provided by the miscuided action of the Jewish authorities in introducing a screen on the pavement in front of the Wailing Wall on the Day of Atonement in September, 1928. It is my view that the many innovations which followed thereafter . . . were dictated less by the needs of the Moslem religion and the rights of property than by the studied desire to provoke and wound the religious susceptibilities of the Jewish people. . . .

After explaining that the consideration of the military weakness of the Government of Palestine justified decisions which he could not otherwise have endorsed, Mr. Snell continues:—

I do not dissent from the conclusions in the report in regard to the failure of the Palestine Government to prevent the Jewish demonstration at the Wailing Wall on August 15. I feel, however, that the Palestine Government should never have negotiated with the leaders of the Jewish youths. They should from the beginning have laid down in unmistakable terms the conditions on which Jewish youths would be allowed to visit the Wailing Wall on that day and should have shown firmness by saying that, unless these conditions were unreservedly accepted, the Government would make use of all their resources to prevent the Jewish youths from visiting the Wailing Wall in a body and would immediately arrest anyone who departed in the slightest degree from the prescribed conditions.

It is my view that in regard to such matters as Jewish immigration and the land problem too much importance is attached in the report to the excited protests of Arab leaders on the one hand and to the impatient criticisms and demands of Zionist leaders on the other. What is required in Palestine is, I believe, less a change of policy in these matters than a change of mind on the part of the Arab population, who have been encouraged to believe that they have suffered a great wrong and that the immigrant Jew constitutes a permanent menace to their livelihood and future. I am convinced that these fears are exaggerated and that on any long view of the situation the Arab people stand to gain rather than to lose from Jewish enterprise.

TYPE OF IMMIGRANTS

Mr. Snell dissociates himself from the criticisms made in the report in regard to the existing method of selecting immigrants, but he adds:—

I accept the view stated in the report that the qualifications required from an intending immigrant should be those of capacity, character, and suitability as a worker and a citizen. The political or economic views of a candidate for selection as an immigrant should confer upon him neither advantage nor disability.

I acquit the Jewish authorities from all blame in the matter of the acquisition of land also; responsible Jewish leaders are at one in disclaiming any design to prejudice the Arab tenant in Jewish interests.

The Jewish demand, in fact, rests upon the assumption that by more intensive cultivation and the reclaiming of areas now derelict sufficient land could be made available for the needs of both races for many years to come. It is urged that every effort should be made in these directions.

. . . No satisfactory solution of the land problem will, in my view, be found until scientific inquiry has established, to the satisfaction of all concerned, the total cultivable area and the extent of its various grades. I therefore consider that . . . Government should undertake a survey of the whole country. Between them the inquiry and the survey should cover the following questions:—

(1) The use made of the land now cultivated. (2) The possibilities of increased productivity. (3) The extent of reclaimable land, and the possibilities of water conservation and irrigation.

In this way, and in no other, can the Jewish claim be authoritatively tested and a satisfactory policy be evolved.

I am further of the opinion that any land that may be found to be unexploited should be made available to the Jews, and that they should be free to win back to fertility land now more or less derelict. They are prepared to undertake this task, which, in some parts of the country, they have already accomplished with success. The Arab, on the other hand, should be secured in the possession of sufficient land to provide him with a decent standard of life. His right of occupation, however, should carry with it the obligation to cultivate efficiently.

The desire of the Arab leaders for self-government is keen and entirely honourable. It constitutes a factor in the situation which must be taken into account, but I do not think that their failure to obtain such a measure of self-government as would satisfy them contributed in any degree to the outbreaks. . . . Progress in Palestine—by which I mean the joint progress of the two peoples—is to be looked for not along the lines of political concession but rather through social and economic reconstruction and the establishment of public security.

It is stated in the report that neither the Jews nor the Arabs have "made any sustained attempt to improve racial relationships." This statement, however, while doubtless substantially correct, must be judged in the light of the difficulties of the position. . . .

It is probable that the leaders of both races failed fully to appreciate the circumstances and the necessity for an enduring effort to establish good relationships. The Jews especially found the whole of their energies absorbed in the urgent task of building the body of the new nation rather than its soul. Their people moreover came from many lands and their diverse experience and preconceptions had to be moulded into a common outlook. They had to resurrect and popularize a beloved and ancient language; to lay the social, economic, and administrative foundations of a great enterprise. In these circumstances it would have been strange if they had entirely avoided mistakes. . . .

FROM MANY LANDS

Mr. Snell points out that the majority of the post-War Jewish immigrants came from countries where they, or their ancestors, had been subject to pogroms and to racial humiliations. He adds:—

The mistakes of this type of immigrant were due partly to the contempt for experience which in all races is characteristic of youth and partly to natural exuberance as pioneer citizens of a recreated Jewish nation. They may have been provocative in their demeanour, but not intentionally so. The smallest European village has its accepted standards of conduct, its recognized canons of reticence and courtesy, to which its inhabitants almost instinctively conform. The Jews came from many lands; they had little or no training in citizenship; they had to adapt themselves to each other and to a new social environment, to learn a common language and to collaborate with the Arabs in the creation of a new State. In these circumstances it is hardly surprising that their relations with their Arab neighbours were not what the situation demanded.

I agree that the animosity and hostility of the Arabs towards the Jews were the fundamental cause of the outbreak of August last, but, as I have already indicated, I believe that this feeling was rather the result of a campaign of propaganda and incitement than the natural consequence of economic factors.

In order to stop or to keep under control incitement through the Press which might lead to disorder, the Palestine Government should consider the desirability of making illegal the appointment of dummy "responsible editors" who suffer, if need be, for the indiscretions of the chief editors, who are really responsible for the conduct of the papers.

The greatest danger at the present time is that Arab resentment may become permanent. Every effort should therefore be made by the leaders of Jewish opinion to remove the misapprehensions of the Arabs. . . .

The most essential need in this direction is that the Arabs should be convinced that their fears for the future of their race in Palestine are greatly exaggerated and that there is no intention on the part of either the Jews or the Government to make them landless or to subordinate their interests as a people. They must be assured that their "civil and religious rights" will not be prejudiced, but will be equal to those of any other section of the population. The Jews, on the other hand, are entitled to know that the Government intends to carry out its obligations under the Mandate with full regard to the welfare of both races.

The main principles of a settlement of the racial dispute on these lines are that the whole population should be made to realize that the Mandatory Power has been charged by the League of Nations with solemn obligations which it intends to fulfil and that a Jewish-Arab nation is a fact which must be accepted. . . .

The Commission's report is published as a Blue Book (Stationery Office, Cmd. 3530, price 4s. net).

GREAT BRITAIN AND EGYPT

MR. HENDERSON AND NEW TREATY

NAHAS PASHA'S SPEECH

The following is a report of the speeches by Mr. Henderson, Secretary of State for Foreign Affairs, and Nahas Pasha, Prime Minister of Egypt, at the public opening of the Anglo-Egyptian Conference at the Foreign Office yesterday.

Mr. Henderson, in welcoming the Egyptian delegation, said that he regarded the occasion as one of especial significance in the relations of the two countries. They had come together to achieve a great purpose—first, to bring a contribution, and an important one, to strengthen the great organization which was being built up by the nations to establish peace between the peoples of the world, the League of Nations; secondly, to seal by a treaty a friendship between two peoples whose interests were in so many respects identical.

"I will not refer to past failures to achieve the object we have in view," Mr. Henderson continued. "They are within the recollection of all of us, and I think we can all agree as to the unfortunate consequences of those failures. They simply had the effect of retarding that accommodation which sentiment, reason, and mutual interest all dictated as so essential for the welfare of the two peoples. I refuse to contemplate the possibility of failure on this occasion. I believe that that is the mood in which the Prime Minister of Egypt and his colleagues have come to discuss with us the position."

Last August his Majesty's Government made to the Egyptian people an offer inspired by feelings of the most friendly and most conciliatory nature. That offer had been before the Egyptian people and the people of this country for the past seven months. "His Majesty's Government have been much gratified to observe that the spirit of friendship and good will which prompted the offer has been unquestioned and has been reciprocated in Egypt. In particular, have they noted the friendly declarations of the Prime Minister of Egypt. In the result of our labours I look forward to seeing the relations of Great Britain and Egypt secured on a basis of permanent friendship and alliance. Further, that Egypt should be enabled to play as a free and independent sovereign State the part in the comity of nations which befits her ancient greatness and her modern progress."

After extending a warm greeting to the delegation on behalf of his Majesty's Government, Mr. Henderson said:—"I have the confident hope that our collaboration will be crowned with the success which the subject from its importance and far-reaching possibilities demands."

NAHAS PASHA'S REPLY

Nahas Pasha, replying, said:—

Sir, may I, on behalf of my colleagues and of myself, thank you for your kind words of welcome? I need hardly say that the kindness and warmth of the welcome which has been extended to us since our arrival here have been deeply felt by all of us. Indeed, such marks of generous sympathy do but emphasize and enhance the spirit of real understanding and conciliation which has prompted the British Government in making their proposals for an Anglo-Egyptian treaty. To such spirit it is my pleasant duty to render public homage here in this historic hall. Egypt, as you are aware, Sir, has responded to the conciliatory intentions of his Britannic Majesty's Government with an equal good will. Faithful to constitutional principle and practice, she has chosen to proclaim, through her authorized representatives, her determination to reach a frank and loyal understanding with Great Britain. This is why we are here now.

We have come, indeed, as delegates of the Egyptian people, to discuss the proposals which have been made to them, to bring together and reconcile the respective points of view, to avoid any prospect of ambiguity or misunderstanding, and to establish the relations of the two countries upon mutual confidence and friendship, which alone constitute a solid foundation for an honourable and lasting settlement. We are convinced that we shall succeed in our task, and that an agreement satisfactory to both sides will be reached.

To your good will and to ours must be added a new element of success: I need hardly say that I refer to those happy personal relations which we have been privileged to cultivate with you, Sir.

The failure of previous negotiations has not in any way discouraged us. Indeed, the desire manifested on various occasions by our two peoples to come to an understanding is in itself a sure proof of the necessity for such understanding, which reason, sentiment, and mutual interest all dictate.

THE KING'S INTEREST

Sir, may I now be allowed to express our deep appreciation of the signal honour we have had of being received by his Majesty the King, who has deigned to take such a kind interest in our personal welfare and the success of our common mission?

May I also be allowed to express our gratitude for the high tribute you have paid to the person of our august Sovereign? Egyptians of all classes have been gratified to observe all the marks of sympathy and esteem which the British people and Government have shown to King Fuad on each of his visits to this country. His Majesty was vividly struck by the sterling qualities of the British race, as much as he was attracted by the beauty and charm of your fair land.

Moreover, England is by no means unknown to most of us. The spell of her countryside and the monuments of her glorious past are as familiar to many of us as the great achievements of her present generations. We are looking forward to visiting Windsor Castle, that noble seat of Britain's illustrious Royal House, as also to a visit to Oxford and Cambridge, the two venerable seats of learning of world-wide renown.

As you have just been good enough to point out, Sir, one of my colleagues was so much penetrated with the merits of the traditional culture of this country that he chose to complete his studies by joining Oxford University. This example, followed by many of our young men, will in itself constitute a prelude to an era of friendship and understanding, based mainly upon a community of thought and ideals. And I have no doubt that our forthcoming discussions, inaugurated in the very hall in which the Locarno Treaties were signed a few years ago, will result in a definite consecration of friendship and concord between our two countries.

Egypt, the mother of civilization, rises to-day in the pride of her newly-found youth, adorned by the splendour of her past, to claim her share in the joint fruitful work of free peoples, for peace and progress. It is only natural that Great Britain extends to her a fraternal hand, for the mother of liberty cannot but joyfully hail the admission of young Egypt into the comity of free and independent nations.

BUSINESS NAMES ACT

SUMMONS DISMISSED BY MAGISTRATE

J. O'DWYER, of Crayen-street, Strand, was at Bow-street Police Court yesterday summoned before Mr. Graham Campbell for carrying on business as the London, Suburban, and Provincial Charities, Whitcomb-street, W.C., without being registered under the Business Names Act.

Mr. Eustace Fulton, for the Board of Trade, said that O'Dwyer advertised for a lady organizer for charitable purposes, the address given being a block of offices in Craven-street, where his wife was employed as housekeeper. One woman who replied was asked to make collections, and was offered one-third of all the money she received. She communicated with the police, and inquiries revealed that no such concern was registered and that it was quite unknown.

In the submission of the prosecution, Mr. Fulton added, "This is no charity at all, but merely a business—it may well be a fraudulent business."

Mr. Jellinek, who defended, said he took exception to the suggestion that this was a fraudulent concern. He submitted that there was no obligation on the defendant to register under the Business Names Act, as there was no evidence that he was carrying on business for the purpose of profit.

The MAGISTRATE concurred, and dismissed the summons. He refused an application for costs.

THE WEATHER

CLOUDY, SOME RAIN; MILD

Meteorological Office, March 31

GENERAL INFERENCE FROM OBSERVATIONS AT 6 P.M.—An intense depression on the Atlantic will move slowly north-eastwards. Wind will be southerly, reaching gale force locally in the West and North, and weather will be unsettled and mild.

Forecasts for To-day

LONDON, ENGLAND, S.E., E., MIDLANDS, E.—Wind south to south-west, fresh or strong at times; mainly cloudy, occasional rain; very mild.

ENGLAND, S.W., MIDLANDS, W., WALES, IRELAND.—Wind south to south-west, strong or gale at times locally; cloudy, some rain, perhaps bright intervals later; mild.

ENGLAND, N.W., N.E., MIDLANDS, N., SCOTLAND, ISLE OF MAN, ORKNEYS AND SHETLANDS.—Wind southerly, fresh or strong, probably a gale at times locally; cloudy, some rain; mild.

FURTHER OUTLOOK.—Unsettled.

SEA PASSAGES

ENGLISH CHANNEL.—Wind south to south-west, fresh or strong at times; cloudy, occasional rain; visibility moderate to good; sea rather rough.

IRISH SEA.—Wind south to south-west, strong to gale; cloudy, some rain; visibility moderate to good; sea rough.

FLYING PROSPECTS

AIR ROUTES (London-Paris-Brussels-Cologne-Amsterdam).—Wind south-westerly, 15-25 m.p.h. at the surface and 35-40 m.p.h. at 2,000ft. Cloud increasing with perhaps slight local rain in South-East England. Mainly fair on the Continent. Visibility improving to four-eight miles.

Sun rises, 5.39 a.m.; sets, 6.30 p.m.
Moon rises, 6.28 a.m.; sets, 9.29 p.m. First quarter, April 6.
Lighting-up time, 7 p.m.
High water at London Bridge, 3 a.m., and 3.30 p.m.

YESTERDAY'S WEATHER

METEOROLOGICAL OFFICE, MARCH 31, 6 P.M.

A deep depression was situated to the west of Ireland, and a secondary moved northeastwards over the British Isles. Winds were mainly southerly, and moderate to fresh or strong in places.

Weather was mainly cloudy, with rain spreading from the west and reaching eastern districts later in the day. Considerable rainfalls were reported in western districts; Roches Point had 28mm. (1.10in.), Valentia 20mm. (0.79in.), St. Ives 16mm. (0.63in.), Oban 12mm. (0.47in.), Torquay 11mm. (0.43in.), Penzance, Teignmouth, Birr Castle, and Aldergrove 10mm. (0.39in.).

Some sunshine was recorded in most parts of the country, but amounts were mainly small; outstanding figures were 6.7 hours at Guernsey, 6.5 hours at Jersey, 4.8 hours at Scilly, 4.7 hours at Penzance, 4.4 hours at Newquay, and 4.2 hours at St. Ives. Maximum day temperatures were mainly between 50deg. and 55deg., but this figure was exceeded at several places along the East Coast. Cromer recorded 59deg., Cleethorpes and Maldon 58deg. Grass minimum temperatures were mainly above 35deg. and screen minima mainly above 40deg.

LONDON OBSERVATIONS

KENSINGTON PALACE, MARCH 31, 6 P.M.—Bar., 1,008.0mb. (29.77in.), rising slowly; temp., 52.2deg.; humidity, 78 per cent.; wind, S.W., light; weather, cloudy.

Sunday, 6 p.m., to Monday, 9 a.m.—Min. temp., 44deg.; rainfall, nil.

Monday, 9 a.m. to 6 p.m.—Max. temp., 57deg.; rainfall, 0.6mm.

Sunshine at Kew, 1.6hr.

SUNLIGHT

The sunlight (ultra-violet rays) figures for the 24 hours ended 5 p.m. yesterday, supplied by the National Institute for Medical Research, were:—

Hampstead, 1; Kingsway, 1¼; Lowestoft, 2; St. Andrews, 1¼; Southport, 1; Torquay, 5½; Ventnor, 1.

HEALTH RESORTS

The following reports of weather at health resorts yesterday were received last night. The rainfall is for 24 hours up to last evening:—

Stations	Sunshine	Rainfall	Temp. Min.	Temp. Max.	Weather (Days)
	Hrs.	Mm.	Deg.	Deg.	
Aberystwyth	0·2	1	46	52	Dull, some rain.
Bude	0·3	—	44	52	Dull.
Berwick-on-T	1·8	—	43	49	Cloudy.
Bexhill	1·2	3	45	50	Cloudy, some rain.
Blackpool	0·3	1	47	54	Dull, some rain.
Bournemouth	2·3	4	44	50	Cloudy, some rain.
Bournemouth	1·4	6	45	53	Cloudy, rain.
Bridlington	1·9	—	42	51	Cloudy.
Brighton	2·4	3	46	51	Cloudy, some rain.
Cheltenham	0·7	2	45	53	Cloudy, some rain.
Clacton	1·5	—	45	49	Cloudy.
Cleethorpes	0·6	—	40	58	Cloudy.
Colwyn Bay	3·0	1	48	56	Bright periods.
Cromer	1·8	—	43	59	Cloudy, squally.
Deal	2·1	1	43	56	Cloudy.
Douglas	—	3	45	47	Dull, some rain.
Dover	2·4	3	43	53	Cloudy, rain.
Dovercourt	3·4	—	44	51	Bright periods.
Eastbourne	0·9	3	45	50	Cloudy, rain.
Exmouth	1·1	7	45	55	Cloudy, rain.
Falmouth	4·7	0	48	55	Bright intervals.
Felixstowe	3·4	0·1	43	53	Bright intervals.
Folkestone	1·7	3	41	53	Cloudy, some rain.
Guernsey	6·7	5	47	55	Bright intervals.
Harrogate	0·5	—	40	54	Cloudy, some rain.
Hastings	1·6	3	44	52	Cloudy, some rain.
Ilfracombe	2·0	7	48	55	Cloudy.
Ilkley	0·1	—	42	53	Dull.
Jersey	6·5

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Court Circular

WINDSOR CASTLE, MARCH 31

The Lord Passfield (Secretary of State for Dominion Affairs and the Colonies) had an audience of The King at Buckingham Palace this morning.

Their Majesties arrived at the Castle this afternoon from Buckingham Palace.

The King and Queen were received by the Right Hon. Sir Frederick Ponsonby, (Deputy Constable and Lieutenant-Governor of Windsor Castle) and the Master of the Household.

The following are in attendance upon Their Majesties: the Lady Desborough and the Lady Bertha Dawkins (Ladies in Waiting), the Earl De La Warr (Lord in Waiting), the Right Hon. Sir Frederick Ponsonby (Keeper of the Privy Purse), Lieut.-Colonel the Lord Stamfordham (Private Secretary), the Hon. Sir Derek Keppel (Master of the Household), Sir Edward Wallington (Groom in Waiting), Captain Sir Bryan Godfrey-Faussett, R.N., and Colonel Sir Clive Wigram (Equerries in Waiting), and Mr. Owen Morshead (Librarian).

Captain Sir Bryan Godfrey-Faussett, R.N., and Colonel Sir Clive Wigram have succeeded Lieut.-Colonel Reginald Seymour and Major the Hon. Alexander Hardinge as Equerries in Waiting to The King.

The Lady Desborough and the Lady Bertha Dawkins have succeeded the Lady Ampthill and the Lady Katharine Hamilton as Ladies in Waiting to the Queen.

The Marquess of Zetland has left Yorkshire for Madrid, where he is to lecture, and will be away from England for the next 10 days.

The Marquess and Marchioness of Hartington have returned to 85, Eaton-square from the North.

Earl and Countess Spencer have left London for Paris, until Easter.

The Countess of Rosebery will arrive at 38, Berkeley-square to-day from Mentmore, Leighton Buzzard. The Earl of Rosebery, who has been in Edinburgh, is also expected.

Cora Countess of Strafford, who is at present in France, expects to return to 30, Grosvenor-square on Thursday.

Viscount Byng of Vimy is making a good recovery in South Africa from his recent grave illness. He and Viscountess Byng of Vimy are now staying at Vergelegen with Sir Lionel and Lady Phillips. From there they will go to Dr. W. Roger's farm near Port Elizabeth and will sail for home from Government House, Cape Town, on May 9 in the Carnarvon Castle, reaching Southampton on May 26.

Lady Eva Dugdale returned to 3, West Halkin-street yesterday from Monte Carlo.

Lord De Lisle and Dudley has arrived at the Grand Pump Room Hotel, Bath.

Lord and Lady Cranworth and the Hon. Camilla Gurdon have returned to Grundisburgh Hall, Suffolk.

Lady Armaghdale has left London for Paris.

Lady Burghclere has left 30, Green-street, W., for Villa Altachiara, Portofino, Santa Margherita, Italy.

Lord and Lady Alness have arrived at 26, Hyde Park-gate, S.W.7, where they will remain for five weeks.

The Hon. Mrs. Algernon FitzRoy, who has been in bed with influenza, is making satisfactory progress.

The Hon. Mrs. Edward Strutt and her family are deeply touched by the number of wonderful letters of love and sympathy they have received in their great sorrow. They are most grateful for these, and also for the beautiful flowers which were so much appreciated.

The Hon. Mrs. Guy Feilden will give a small dance for her daughter, Miss Priscilla Feilden, on May 16.

The Agent-General for British Columbia and Mrs. Pauline will hold a reception to meet Mr. R. Randolph Bruce, Lieutenant-Governor of British Columbia, and Miss Helen Mackenzie, at Grosvenor House on Wednesday, April 9.

Sir Henry and Lady Birchenough are leaving to-day for the South of France, where they expect to be for four or five weeks. All correspondence should be addressed to Rhodesia House, 2, London Wall-buildings, E.C.2.

Lady Frank, who is still in a nursing home at Cannes, hopes to be able to return to Cheyne-walk next week. Sir Howard Frank is now quite well again.

Brigadier-General Sir Robert and Lady Susan Gordon-Gilmour will leave 110, Eaton-square to-day for The Inch, Liberton, Mid Lothian.

Sir Herbert Hambling, Mr. and Mrs. Guy Hambling, and Miss Margot Hambling arrived to-day at 22, Down-street, Mayfair, and will be there until the end of July.

Sir John and Lady Lavery have returned to 5, Cromwell-place from the South of France.

Sir Henri and Lady Deterding will leave 40, Park-lane for America to-morrow. They expect to be away for about a month.

Lady Williams-Taylor will return to Claridge's on Thursday from Cannes.

Colonel and the Hon. Mrs. Alfred Acland will return to 4, Whitehall-court on Thursday from South America.

Mr. G. Seccombe Hett has returned to 86, Brook-street, W.1, from abroad.

Mrs. Lionel Abel Smith has arrived at 4, Lyall-street, Belgrave-square from South Africa.

Mrs. Otto H. Kahn has left Claridge's for Paris.

LUNCHEONS

THE AUSTRIAN MINISTER

The Austrian Minister gave a luncheon party yesterday at 18, Belgrave-square in honour of the president of the Austrian National Bank, Dr. Richard Reisch, who has come to London to deliver a lecture at the London School of Economics in connexion with the Austrian Economic Exhibition. The other guests were:—

Lord Revelstoke, Sir Robert Kindersley, Sir Josiah Stamp, Sir Henry Strakosch, Mr. C. F. Whigham, Mr. C. S. Phillpotts, Herr Ing. Alfred Götzl, Mr. Nigel Law, Dr. W. Exner, and Dr. L. Wimmer.

MR. A. H. WINGFIELD

Mr. A. H. Wingfield entertained the following guests at luncheon at the Carlton Restaurant yesterday:—

Susan Duchess of Somerset, the Marquess and Marchioness of Sligo, Earl and Countess Bathurst, Lord and Lady St. John of Bletso, Lady Edward Spencer-Churchill, Lord Monteagle, Lady Grace Baring, the Hon. Sydney and Mrs. Marsham, Lady Greville, Sir Henry Imbert-Terry, Sir Samuel and the Hon. Lady Hill-Wood, Sir Charles Des Graz, the Hon. Lady Mallet, Sir Frank and Lady Newnes, Lady Beauchamp, Sir Peter and Lady Mitchell, Sir Cecil and Lady Harcourt Smith, Sir Gerald Fowler Burton, Mrs. Newman, Colonel and Mrs. Barry Tudge and Mrs. Harington, Major Ewan Cameron, Miss Herbert, Mr. Lister Harrison, Professor and Mrs. Adam, Mr. Garrett, the Hon. Violet Biddulph, Sir George Welby, Lady Cory, Admiral Sir William Pakenham, Mrs. Fleming, Mr. and Mrs. Farquhar, Mrs. Starke, Mr. and Mrs. Ezra, Captain and Mrs. A. E. Wingfield, the Countess of Bandon, Lord Leigh, Sir Henry Chamberlain, the Hon. Sybil Legh, Mr. Neville, Lady Cure, Mr. Lennox Boyd, Miss Diana Churchill, Mr. Rugeles Brise, and Mr. C. De Bathe.

FORTHCOMING MARRIAGES

CAPTAIN B. B. MYERS AND MISS MAY

The engagement is announced between Captain Barnett Berlyn Myers (late Indian Army), only son of Mr. and Mrs. Ben Myers, of East London, South Africa, and Winifred, only daughter of Barry May, C.M.G., C.B.E., late Deputy Resident Commissioner of the Bechuanaland Protectorate, and Mrs. May, of East London, South Africa.

MR. L. C. LYSTER AND MISS A. HAGGARD

The engagement is announced between Mr. Lionel C. Lyster, son of Arthur E. Lyster and the late Mrs. Lyster, and Miss Avice Haggard, daughter of Vice-Admiral Vernon H. Haggard, Fourth Sea Lord of the Admiralty, and Mrs. Haggard, of Stock, Essex.

MR. MARR JOHNSON AND MISS TRAVERS

The marriage arranged between Patrick Marr Johnson, Royal Artillery, son of the late Brigadier-General R. Marr Johnson and Mrs. Marr Johnson, and Nancye, daughter of Mr. and Mrs. E. N. Travers, will take place quietly at Addlestone on April 17 at 12 o'clock. All friends will be welcome at the church.

MR. H. M. WARD CLARKE AND MISS DEVITT

The marriage arranged between Mr. H. M. Ward Clarke and Miss D. Devitt will take place at St. Mark's, North Audley-street, on Wednesday, April 23, at 2.15 p.m.

MR. K. G. Y. BROWNE AND MISS K. HERAUGHTY

The engagement is announced between Kenneth G. Y. Browne, of Salisbury, Southern Rhodesia, and Kathleen, daughter of Mr. and Mrs. J. Heraughty, of Durban, South Africa.

MR. B. K. HEYWORTH AND MISS COLLINGE

The engagement is announced between Brian Kay Heyworth, only son of Mr. and Mrs. Lawrence Heyworth, Whinfield, Blackburn, and Elizabeth, eldest daughter of Mr. and Mrs. Collinge, Bramley Meade, Whalley.

MR. W. H. DIMSDALE AND MISS BROWN

The marriage arranged between Wilfrid Hampden Dimsdale and Helen Easdale Brown will take place in London during April.

MR. C. S. PRYOR AND MISS O. W. WOODALL

The marriage arranged between Mr. Charles Selwyn Pryor and Miss Olive W. Woodall will take place on Wednesday, April 30, at St. Lawrence's Church, Mereworth.

MR. R. W. GRIERSON AND MISS E. F. MARTIN

The marriage arranged between Mr. Ronald W. Grierson and Miss Enid F. Martin will take place quietly at St. Peter's, Belsize Park, on April 23. There will be no reception.

MARRIAGE

MR. J. R. HUNT AND MISS GODSON

The marriage took place quietly at St. Chad's, Shrewsbury, yesterday of Mr. John Rowland Hunt, only son of Mr. and Mrs. Richard Hunt, of Boreatton Hall, Shropshire, and Miss Ruby Joan Godson, only daughter of Mr. and Mrs. Godson, of Belmont, Shrewsbury. The Rev. O. F. Jacson and the Rev. B. S. Lombard officiated.

The bride, who was given away by her father, wore a princess gown of ivory moiré mousseline, her veil of ivory silk net being held in place by a Russian head-dress of orange blossoms. She wore a pearl necklace and a diamond and pearl bracelet and carried a sheaf of arum lilies. There were three grown-up bridesmaids, Miss Nina Marion Hunt (sister of the bridegroom), Miss Mary Cock (cousin of the bride), and Miss Peggy Drew. They wore lupin-blue crêpe georgette gowns, with coatees trimmed with silver fox fur, and large blue picture hats. Their bouquets were of pink tulips and ferns.

Mr. John Weston Warner (cousin of the bridegroom) was best man. A reception was held at Kingsland House, Shrewsbury.

FUNERALS

LORD HEREFORD

Viscount Hereford was buried in St. Peter's churchyard, Glasbury-on-Wye, Breconshire, yesterday afternoon. The Rev. R. W. Lockyer (vicar), the Rev. W. E. T. Morgan, and the Bishop of Swansea and Brecon officiated. The family mourners were:—The Hon. Robert and Mrs. Devereux (son and daughter-in-law), Mr. and Mrs. de Bohun Devereux (grandson and granddaughter-in-law), the Hon. Mrs. Addams-Williams, the Hon. Lilian Devereux, and the Hon. Rosamond Devereux (daughters), and Captain R. de Bohun Devereux and Major Walter Devereux (cousins).

Among others present were:—

Sir Charles Dillwyn-Venables-Llewelyn, Sir Geoffry Cornewall, Major Walter de Winton, Mr. W. F. Harvey de Winton, Mr. C. H. Parry de Winton, Captain and Mrs. Mumford, Mr. John Duff Gordon, Mrs. Dew, Mrs. Crawshay Baston, Mr. Taylor, Nurse Anderson, and the Rev. J. J. de Winton.

PROFESSOR J. O. ARNOLD

The funeral of Professor John Oliver Arnold, Emeritus Professor of Metallurgy in the University of Sheffield, took place at Windermere yesterday. The mourners included Mrs. Arnold (widow), Miss Marie Arnold (sister), Captain W. N. and Mrs. Richards (son-in-law and daughter), Mr. John Arnold (nephew), Dr. Hadfield and party of students (representing the Metallurgical Department of Sheffield University), and Mr. E. J. Thackeray (of the Department of Applied Science, Sheffield University).

MISS WILLIAMS

The funeral took place on Saturday at Bodelwyddan Marble Church, Flintshire, of Miss Mary Charlotte Lucy Williams, of Albert Hall-mansions, London, sister of Dr. Watkin Williams, formerly Bishop of Bangor. The officiating clergy were the Archbishop of Wales, the Rev. D. Lester Jones, vicar of Holywell, and the Rev. R. D. Wynne.

THE SELDEN SOCIETY

PROPOSED PRINTING OF ASSIZE ROLLS OF LINCOLNSHIRE

The annual meeting of the Selden Society (to encourage the study and advance the knowledge of the history of English law) was held in the Council Room of Lincoln's Inn Hall yesterday.

Mr. T. CYPRIAN WILLIAMS (a vice-president) in moving the adoption of the report, said that the volume for 1928—the Year Books of 9 Edward II. which Dr. Bollard was engaged upon at the time of his death—had been completed by Mr. G. J. Turner and was issued to members in December. A volume of "Select Cases on the Law Merchant," Volume II., which Dr. Hubert Hall was editing, was nearly complete and would be the volume for 1929. It was proposed that the book for this year should be a volume of "Year Books of 10 Edward IV.," which Miss Neilson, of Mount Holyoke College, Mass., was editing. That marked a change in policy, which had been to continue the year books of Edward II. That change he thought desirable, although they were not proposing to give up editing and publishing the year books of Edward II. They had in view a volume of "Select Ecclesiastical Pleas," by Professor Hazeltine and Mr. Hilary Jenkinson; a volume of "Year Books of 11 Edward IV.," by Miss Neilson; a volume of "Year Books of Edward II.," by Mr. G. J. Turner; and another by Miss M. Dominica Legge, J.L.B.; a volume of "Year Books of Henry VI.," by Mr. H. C. Williams; and a volume of "Cases before the Justices assembled in the Exchequer Chamber," by Miss Hemmant.

In addition to the works to which he had referred, the council had arranged for a volume to contain the Assize Rolls of Lincolnshire and Worcestershire, on which there were many cases marked by Bracton, as noted by him. Those cases, however, were not included in his celebrated note-book, as preserved: Maitland surmised that parts of the note-book were missing. It would, he believed, be the first time an assize roll would be printed in full.

Last year the membership of the society rose to 480, but had fallen to 477. It was, however, desirable to increase the membership, for the importance of studying the history of law could not be over-estimated.

The report was adopted.

Lord Tomlin was elected a vice-president of the society, and Lord Atkin, Mr. W. E. Tyldesley Jones, K.C., Mr. Hubert Hall, Mr. Gilbert Hurst, and Mr. H. E. Stamp were added to the council.

The thanks of the society were accorded to the Lord Chancellor for his services as vice-president during the past three years.

THE COMING COURTS

As space for descriptions of dresses to be worn at their Majesties' Courts on May 14, 15, 27 and 28 will be strictly limited, inquiries should be addressed to the Social Editor, *The Times*, Printing House-square, E.C.4, at the earliest possible moment.

DINNERS

THE SECRETARY OF STATE FOR FOREIGN AFFAIRS

The Secretary of State for Foreign Affairs (Mr. Henderson) gave a dinner last night at the Foreign Office in honour of the Egyptian Prime Minister, his Excellency Moustapha El-Nahas Pasha, and the members of the Egyptian Delegation; his Excellency Wassif Boutros Chali Pasha, Foreign Minister; his Excellency Osman Moharrem Pasha, Minister of Public Works; and his Excellency William Makram Ebeid Effendi, Finance Minister.

The following guests were invited:—

The Prime Minister, Mr. Philip Snowden, M.P., Mr. J. H. Thomas, M.P., Lord Passfield, Lord Parmoor, Lord Sankey, Mr. J. R. Clynes, M.P., Mr. Wedgwood Benn, M.P., Mr. Thomas Shaw, M.P., Lord Thomson, Mr. Arthur Greenwood, Miss Margaret Bondfield, M.P., Mr. Noel Buxton, M.P., Sir Charles Trevelyan, M.P., Mr. William Graham, M.P., Mr. A. V. Alexander, M.P., Mr. W. Adamson, M.P., Mr. George Lansbury, M.P., Mr. J. L. Ralston, K.C., Mr. J. E. Fenton, M.P., the High Commissioner for Australia, the High Commissioner for New Zealand, the High Commissioner for the Union of South Africa, the High Commissioner for the Irish Free State, the High Commissioner for India, the Acting High Commissioner for Canada, the Egyptian Chargé d'Affaires.

Mr. D. Lloyd George, M.P., Mr. Stanley Baldwin, M.P., the Earl of Cromer, Viscount Grey of Fallodon, Viscount Cecil of Chelwood, Lord Stamfordham, Lord Lloyd, Sir Austen Chamberlain, M.P., Mr. Walter Runciman, M.P., Sir Rennell Rodd, M.P., Sir Herbert Samuel, M.P., Mr. G. Locker-Lampson, Lieutenant-Colonel H. H. Spender-Clay, General Sir Reginald Wingate, Sir Maurice Hankey, Sir Warren Fisher, Field-Marshal Sir George Milne, Sir Henry McMahon, Air Chief Marshal Sir John Salmond, Sir William Jowitt, Admiral of the Fleet Sir Charles Madden, Mr. Dalton, M.P., Mr. Gillett, M.P., Sir Robert Vansittart, Sir Percy Loraine, Sir Victor Wellesley, Sir Hubert Montgomery, Mr. Oliphant, Mr. Mounsey, Captain Eden, Mr. A. Henderson, M.P., Mr. W. Henderson, M.P., Mr. Noel Baker, M.P., Mr. J. A. Spender, Sir Arthur Willert, Mr. Selby, Mr. Murray, the Hon. Cecil Campbell, Mr. Malkin, Mr. Scrivener, Mr. Norton, Mr. Mack, Mr. Ronald, Mr. Leigh, and Major Crankshaw.

MRS. HENDERSON

Mrs. Henderson gave a dinner party last night in honour of Mme. Makram Ebeid, wife of the Egyptian Minister of Finance, at 10, Downing-street, put at her disposal by the Prime Minister and Miss MacDonald. The following is a list of the guests invited:—

Miss MacDonald, Mrs. Snowden, Lady Parmoor, Miss Sankey, Mrs. Noel Buxton, Lady Trevelyan, Countess De La Warr, Lady Jowitt, Lady Cynthia Mosley, Lady Drummond, Mrs. E. N. Bennett, and Miss Sheila MacDonald.

LADY BEAUCHAMP

Lady Beauchamp entertained at dinner last night, at 26, Grosvenor-place, the following guests:—

The German Ambassador and Frau Sthamer, the Japanese Ambassador and Mme. Matsudaira, Lady Edward Spencer-Churchill, Field-Marshal Viscount Allenby and Viscountess Allenby, Sir Brograve and Lady Evelyn Beauchamp, Viscount and Viscountess du Haigouet, Sir Maurice and Lady de Bunsen, Lady Cory, Colonel the Hon. Edward Strachey, Viscount Cross, Brigadier-General Claud and Mrs. Hawker, the Hon. William Sidney, Mr. and Mrs. Alfred Bossom, Lady Dallas, and Mr. Anthony Wingfield.

MEMORIAL SERVICES

SIR WILLIAM MCCORMICK

A memorial service for Sir William Symington McCormick was held at St. Margaret's, Westminster, yesterday morning. Canon Carnegie officiated, and among those present were:—

Miss Alison McCormick, Dr. and Mrs. Leonard Colebrook, Lord Craigmyle, Sir Walter Fletcher, Engineer Vice-Admiral Sir George Goodwin, Sir John and Lady Flett, Sir Herbert Jackson, Sir Francis Ogilvie, Sir Frederic Kenyon, Sir William Bragg, Lieutenant-Colonel Sir James Carmichael, the Hon. Lady Cook, Sir John Sykes, the Hon. William Bruce (representing the University of Wales), Sir William Larke (representing the Advisory Council of Scientific and Industrial Research), Sir Philip Hartog, Sir John Lamb (representing the Scottish Office), Sir Stanley Reed, Sir Robert Robertson, Sir William Hardy, the Hon. Sir Charles Parsons, Sir Ernest Benn, Sir Henry and Lady Simson, Sir Gregory Foster (Vice-Chancellor of the University of London), Sir Arthur Keith (representing the University Grants Committee), Sir Thomas Holland (Vice-Chancellor of the University of Edinburgh), Dr. Morris Travers, Sir Joseph Petavel, Sir Joseph Thomson.

Sir Frank Heath (representing the Universities Bureau), Mr. C. L. Stocks (representing the Chancellor of the Exchequer), Sir Wilfrid Herringham, Sir Robert Blair, Lord and Lady Macmillan, Mr. H. T. Tizard, Mr. A. W. Marshall, the Rev. E. G. Gordon (representing the Governors of the Old Vic), Dr. Scott Lidgett (Deputy Vice-Chancellor of the University of London), Sir George Macdonald, Dr. W. R. Halliday (Principal, representing King's College), Major Strange Butson (representing the Savile Club), Principal Stuart-Jones (Vice-Chancellor of the University of Wales), Sir Richard Glazebrook (representing the National Physical Laboratory), Sir Richard Threlfall, Mr. J. M. Manly, Mrs. R. G. Patrick, Mr. W. G. Black, Mrs. W. L. Courtney, Dr. Lankester, Major R. S. Taylor, Sir Donald Cierk, Sir Daniel Hall, Dr. Sinnatt, Mrs. Lennox Beattie, Professor Thorpe, Mrs. Stanhope Kennedy, Miss Kennedy, Mr. John Kennedy, Mr. W. L. Hichens (representing the Carnegie Trustees), Mr. J. Robb, Mr. and Mrs. Harry Symington, Mr. A. Symington, Mr. Courtenay Symington, Mr. and Mrs. William Symington, Mr. R. A. Watson Watt (representing the Radio Research Station, Slough), Mrs. Percival Pott.

The Rev. C. and Mrs. Dunkerley, Mr. A. L. Hetherington, Miss Symington, Dr. Deller, Major F. M. Oliphant, Mr. W. McKechnie (secretary of the Scottish Education Department), Miss Haldane (representing the Carnegie United Kingdom Trust), Mr. A. Mawer (Provost of University College), Major E. O. Henrici, Mr. J. W. Peck (Scottish Education Department), Professor Alfred Pollard, Miss H. Reynard (King's College for Women), Mr. Du Bois Davidson, Mr. G. S. Street, Mrs. Reece, Mr. Bruce Worsley (representing Miss Lilian Baylis), Miss Menzies, Mrs. Risk, Mrs. F. R. Fraser, Mr. E. W. Strading, Mr. P. W. Barnett, Miss Stamford, Mr. Harris (representing Mrs. Murehead), Miss M. Farquharson, Mr. and Mrs. Dale, Mr. M. W. Dixon, Mrs. Montagu Perkins, Mr. W. Meredith, Miss Billie Butler, Mrs. Wrottesley, Miss Rickert, Mr. E. C. Priest, Mr. J. A. Barlow, Mr. A. P. Oppe, Mr. Gerald Duckworth, Mr. H. P. Wallace, Mr. L. C. Bromely, Mr. R. S. Pearson, Mr. and Mrs. Heseltine, Mr. R. W. Hanson, Mr. C. Cotton, Mrs. W. Fordham, Mr. and Mrs. Wheeldon, Mrs. Blaikie, Miss Blaikie, Mr. Geoffrey Williams, Mr. Llewellyn Lloyd, Mr. David Sclanders, Mrs. Hutton, Mr. P. B. M. Roberts, and Mr. A. H. Kidd, Mr. W. G. Chesterman, Mr. A. W. Beach, and Miss Shearman, of the University Grants Committee.

Sir John Snell was unavoidably prevented from being present.

LADY SUTHERLAND

A memorial service for Lady Sutherland was held yesterday at St. Mark's Church, North Audley-street. The Rev. W. G. Pennyman (vicar) conducted the service, assisted by the Rev. Eric Barnes. Among those present were:—

Lady (Wolfe) Murray, Miss Diana Sutherland, Mrs. Arthur Sutherland, Viscount and Viscountess Elibank, Lady (Frederick) Robinson, Lady Violet Crawley, Major-General Sir Thomas and Lady Gallwey, Sir Henry Burt, Lady Leeds, Lady (Keith) Elphinstone, Lady Carmichael, Lady (Trevor) Dawson, Lady Dundas of Arniston, Miss Dundas, Lady Doverdale, the Hon. Aline Partington, Sir Alfred Pickford, Lady Clerk, Lois Lady Hay, Lady Maclean, Miss Maclean, Lady Horridge, the Hon. Lady White-Thomson, Sir James Donald, Mary Countess of Minto, Sir Walter R. Lawrence, Lady Brade, Sir Harcourt Butler, Sir James and Lady Leigh-Wood, Sir David Baird, Mrs. Robert Crawshay, Mr. Durant Leckie, Miss Leckie, Mrs. Charles Burke, Mrs. F. C. Turner, Mrs. Royd Devereux, the Hon. Mrs. Trevor Lewis, Mrs. Frederick Byrne, Mrs. Harry Shaw, Colonel Vernon Mellor, Mrs. Le Gallienne, Mrs. Wolton, Mrs. Davidson, Miss Nichols, Mr. B. L. Gray, Mr. F. W. Hunnisett, Mr. A. C. Jones, Miss Scott, Mrs. Arthur Maye, Mrs. Charles du Pré, Miss de l'Hopital, Miss Hunter (hon. secretary of the Scottish Women's Hospital Memorial Association), Mrs. Cunliffe.

Lieutenant-Colonel the Hon. Henry and Mrs. Heneage, Mrs. Agnew, Mrs. F. Holdsworth, Mrs. Ogilvy Matheson, Miss Mackay, Mr. H. Norman Ballantyne, Colonel Francis Heath, Dr. Milligan, Colonel and Mrs. Charles Miller, Mrs. Walter Burt, Mr. and Mrs. Ralph Maxwell, Commander David Erskine, Colonel the Hon. Arthur Murray, Mrs. Herbert Hunter, Nurse Fraser, Miss Ida Snowden, Mrs. Threlfall, Colonel Kingsmill, Mr. McDougal of Raeshaw, Mr. E. B. B. Graham, Mrs. Basil Hodgson, Miss Bernau, Miss Flucker, Mrs. Richard Ford, Mr. Alexander McKechnie, Mr. F. W. S. Robertson, Colonel Gardner, Mrs. Harold Baker, Mrs. Powell, Mrs. Spencer, Miss Ramsay Smith, Mr. Ramsay Smith, Mrs. Arthur Daubery, Major Malcolm Arbuthnot, Mrs. Ismay, Mr. Ivor Thomas, Miss Dauncey, Madame Maas, Miss Keith, Captain Turner, Lieutenant-Colonel the Hon. Osbert and Mrs. Vesey, Miss Lena Marsh, Mr. F. R. S. Balfour, Miss Gordon Scott, Mrs. Frederick R. S. Balfour, Miss Balfour, Mr. H. Houston, Mr. H. C. Begg, Mr. H. F. Manisty, and Miss Manisty.

MR. A. S. JECKS

A memorial service for Mr. Arthur Statham Jecks was held yesterday at the Church of St. Michael, Cornhill. The Rev. John H. Ellison (rector) officiated.

Among those present were:—

Mr. C. D. Colclough, Lord Aldenham, Sir William Plender, Sir John Latta, Mr. C. Latta, Sir Robert Wedgford, Sir Woodburn Kirby, Sir Stephen Killik, Sir Edmund Wyldbore-Smith, Sir Miles Mattinson, Colonel Frank D. Waitney, Mr. Edgar L. Waterlow (chairman and managing director of Waterlow and Sons, Limited), Mr. Gordon Touche, Sir Francis Voules, Sir William Leese, Colonel Laurie, Mr. William Owen (representing Sir Pomeroy Burton), Colonel A. F. Thomson, the Hon. Percy Thesiger, Mrs. Galsworthy, Mr. Charles Doughty, Mr. Lionel Cohen, Colonel B. Hansford and Mrs. Hansford, Major Adrian Chamier, Mr. G. Murray Hill, Mr. S. Lorsignol (manager, Swiss Bank Corporation), Mr. Stanley J. Goddard (vice-president, Western Union Telegraph Company), Mr. A. W. Bolden (chairman, Nitrate Railways Company, Limited), Mr. W. S. Poole (chairman, Atlas Electric and General Trust, Limited), Mr. A. C. Whitmee (managing director, Atlas Electric and General Trust, Limited).

Mr. T. Rothwell Haslam, Mr. P. Macintyre Evans, Mr. Charles Cambie, Mr. S. A. Purchase, Mr. Sidney J. Gillum, Mr. Gilbert Taylor, Mr. James H. Stephens, Mr. Frederick Spooner, Mr. Walter P. Norton, Mr. Julian G. Loussada, Mr. Herbert M. Weir, Mr. Alfred Aylett Moore, Mr. J. Gibson Harris, Mr. John O. Ince, Mr. E. G. Whinney, Mr. Charles J. G. Palmour, Mr. Edward C. Simmons, Mr. James S. Anderson, Mr. Hugh Kemsley, Mr. P. B. Savile, Mr. Falconer S. Wallace, Mr. Arthur T. Cummings (clerk to the City of London Solicitors' Company), Mr. C. J. Morice, Mr. Geoffrey N. Morice, Mr. Norman Morice, Mr. D. E. Rutherford, Mr. N. L. Davidson, Captain Ladenburg, Mr. W. F. Draper, Mr. Reginald Morris, Mr. John Braithwaite, Mr. Geoffrey Braithwaite, Mr. Cecil Braithwaite, Mr. Arthur North, Mr. Harold Wade, Mr. Stuart Bevan, Mr. William Richards, Mr. Edgar O. Goss, Mr. J. Silvester, Mr. Percy Cowan, Mr. F. Marchant, Mr. W. S. Mortimer, Mr. E. S. Fellowes, Mr. C. J. Whitaker, Mr. Henry Dumas (vice-chairman of the City of London Club), Mr. B. Dumas, Mr. Allan Messer, Mr. J. S. Irwin, Mr. A. L. Collins, Mr. W. Foy, Mr. Albert E. Lund, Mr. John A. Gibbs, Mr. Fletcher Moulton, Mr. J. M. Broad, Mr. C. W. Howard, Mr. Douglas Garrett, Mr. A. W. Bristow, Mr. R. B. Pringle, Mr. J. Featherston, Mr. F. W. Harvey, Mr. F. P. Winterbotham, Mr. S. L. Castello, Mr. Richard Hoare, Mr. G. Haydon, and many members of the staff of Messrs. Johnson, Jacks and Colclough.

Notices of Forthcoming Marriages and other Society Announcements on this page are inserted at the following rates: Three guineas for five lines or less, and twelve shillings and sixpence for each additional line. A line consists of about six words. Announcements, which are subject to editorial revision, should be addressed to the Manager, Private Announcement Department, "The Times," London, E.C.4. Block letters should be used for names and addresses.

WILLS AND BEQUESTS

ESTATE OF DOWAGER LADY KINLOCH

DAME JESSIE MONTGOMERIE KINLOCH, of Garrygmore, Blairgowrie, Perthshire, who died on December 8, widow of Sir John Kinloch, Bt., left unsettled personal estate in Great Britain valued at £17,698.

MRS. EMILY MARIA GEORGIANA MUNDY, of Markeaton Hall, Derby, who died on August 6, aged 83, widow of F. N. Mundy, left estate of the gross value of £88,758, with net personalty £7,686. She left:—

The proceeds of sale of certain china, pictures, furniture, and other effects to the Queen Victoria Memorial Home of Rest, Derby, and Derbyshire Hospital for Women, Derby.

£25 per annum to John Richard Fennimore, and she directed that he is to be allowed to live rent free in the cottage at Markeaton now occupied by him.

MR. CHARLES EDWARD ROSS, of Briarswood, Wilmslow, Cheshire, senior partner in Malcolm Ross and Soris, merchants and yarn agents, Cromford-court, Manchester, died on January 23, aged 85, leaving estate of the gross value of £51,399, with net personalty £47,683. He gives:—

£50 to his gardener, Joe Stringer, and £50 to his daughter Elsie for other servants.

Mrs. JANE MARY PIDGEON, of Heatherhurst, Park Side, Wimbledon, S.W., who died on January 29, widow of D. Pidgeon, left estate of the gross value of £52,739, with net personalty £44,177. She left:—

£300 to the Hospital for Incurables, West-hill, Putney, and £100 to her chauffeur, James Dyble, if in her service at her death.

MR. CHARLES EDGAR SALMON, of Ridgefoot, Pilgrims Way, Reigate, who died on January 4, aged 57, left £45,512, with net personalty £19,335. He gives:—

His herbarium of dried plants to the British Museum (Natural History).

MR. SYDNEY HERBERT PAGE, of Surrey Hall, Surrey-road, Cliftonville, Margate, music publisher, who died on January 4, aged 71, left estate of the gross value of £24,197, with net personalty £17,245. He left:—

£100 each to William Charles Beckerson and Robert Hartshorn, if in his employ at his death.

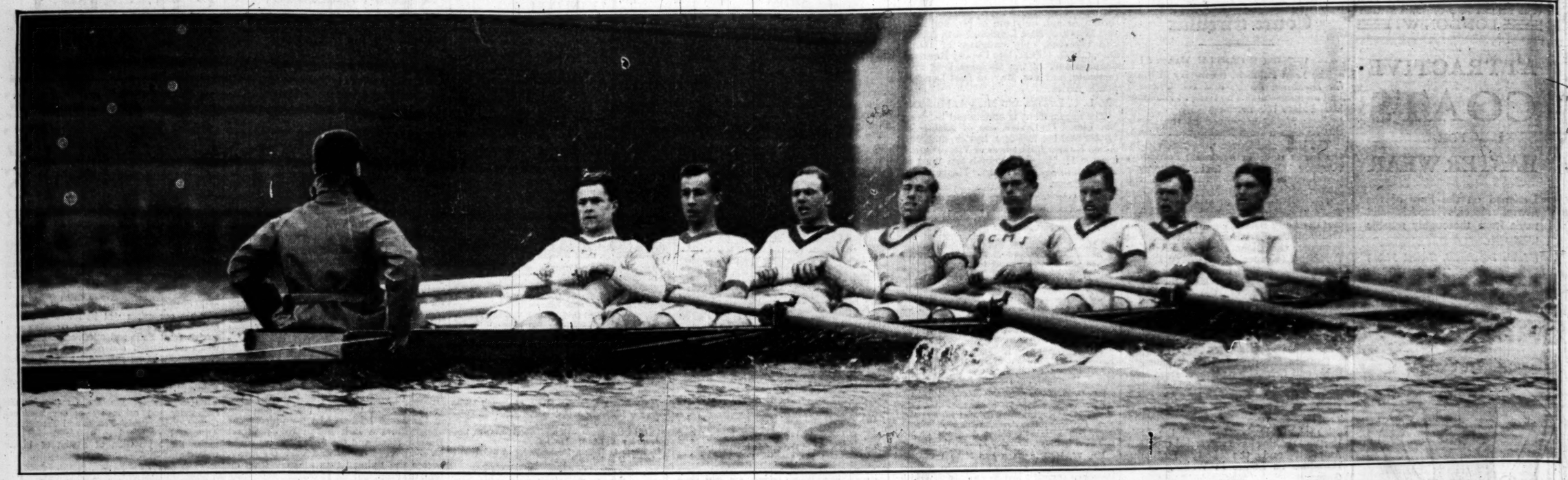
MR. CHARLES TREVOR, of Marine-parade, Leigh-on-Sea, Essex, retired accountant, who died on January 27, aged 57, left estate of the gross value of £6,627, with net personalty £4,449. He left:—

£250 to his housekeeper, Ann Mary Clarke, and the use of his residence, 88, Marine-parade, and the furniture and effects therein, to her for life, and then to his niece, Emma Grace Bradley.

Other latest wills include the following:—

	Gross value
BEARDMORE, Mrs. Rosalind (82), of North Lodge, Cobham-road, Maldenhead, widow of N. St. B. Beardmore (net personalty £24,269)	£24,477
BELL, the Rev. William Frederick, M.A., of The Manse, Forgandenny, Perth (personal estate)	5,691
BOYD, the Rev. James Alexander, of The Rectory, Aberchirder, Banff (personal estate)	2,730
BRAID, the Rev. Alfred Augustin, of Abbotts Ann, Andover, Hants (net personalty £3,147)	3,371
BRADY, Mr. Herbert Frederick, of Etal Villa, North Shields, Northumberland (net personalty £68,516)	68,300
BURROW, the Rev. Alfred, M.A. (85), of Rustat-road, Cambridge (net personalty £1,085)	1,135
CALDER, Mr. Robert, of Eglinton-drive, Kelvinside, Glasgow, shipowner, of West George-street, Glasgow (personal estate)	8,957
COOPER, Mr. Reginald Williams (49), of Thorpe Lea-road and of Cowgate, Peterborough, representative of Messrs. Ginner, Morton and Goddard, of Botolph House, Eastcheap, E.C. (net personalty £3,904)	6,205
EASDLEY-WILMOT, Mrs. Alice Maude, of Tedworth-square, Chelsea, S.W., widow of Captain C. Eardley-Wilmot (net personalty £9,168)	9,367
GOODBRAND, Mr. Stephen, of Argyll-place, Aberdeen, warehouseman (personal estate)	17,319
GUILLEMARD, Miss Mary Frances (72), of Upton Lodge, Birchington-on-Sea (net personalty £3,756)	4,002
HARTLEY, Mr. Osborne William, J.P. (67), of The Park, Abingdon, Berks, and of Upper Chatfield-road, Brockley, S.E., retired journalist (net personalty £922)	1,119
HENDERSON, Mr. Thomas Joseph, of Westridge, Knaresborough, Yorks, timber merchant (net personalty nil)	13,264
JONES, Dr. John Llewellyn, M.D. (57), of Roehampton, Gerrards Cross, Bucks (net personalty £26,362)	33,961
LEVY, Mr. Michael, of Charlecote, Featherstone-road, King's Heath, Birmingham, house furnisher (net personalty £31,725)	33,970
LEVY, Mrs. Catherine, of Netherhall-gardens, Hampstead, N.W., widow of W. Levy (net personalty £36,291)	36,375
MASSINGHAM, Miss Jane Charlotte, of Lethbridge-road, Southport (left estate in her own disposition) (net personalty £16,223)	16,313
MEUGENS, Mrs. Geraldine Gage (81), of Alexandra-road, Kingston-on-Thames, widow of A. G. M. Meugens (net personalty £6,235)	6,285
PORTER, Mr. Fred Hart (55), of Chippenham, Wilts, farmer and cattle dealer (net personalty £8,941)	18,187
REDFERN, Mr. John William, of Dainty-street, Leek, Staffs (net personalty £10,862)	12,412
REILY, Mrs. Alice Jane, of Gwendwr-road, West Kensington (net personalty £20,423)	25,457
SANDIFORD, Mr. George (64), of St. James-terrace, Heywood, Lancs, journalist, an authority on pigeon racing, late editor of the *Pigeon Flyer* (net personalty £619)	703
SMALES, Mrs. Alice (84), of Magdala Place, Whitby, wife of C. Smales (net personalty

BOAT RACE PRACTICE: OXFORD AND CAMBRIDGE AT PUTNEY



THE OXFORD CREW.—Both the Oxford and Cambridge crews are now undergoing the last stages of training at Putney for the boat race on April 12. Our photograph, taken by a staff photographer of *The Times*, shows the Oxford crew on the river at Putney yesterday. The order of rowing was: M. J. Waterhouse (Eton and Balliol), bow; 2, R. V. Low (Winchester and University); 3, N. K. Hutton (Fettes and University); 4, C. M. Johnston (Shrewsbury and Brasenose); 5, H. R. A. Edwards (Westminster and Christ Church); 6, L. Clive (Eton and Christ Church); 7, D. E. Tinné (Eton and University); C. F. Martineau (Harrow and University), stroke; H. A. Durbridge (Malvern and University), cox. The crew did a good row in the afternoon.

THE CAMBRIDGE CREW out at Putney yesterday. They are rowing in the following order: D. Haig-Thomas (Eton and Lady Margaret), bow; 2, H. R. N. Rickett (Eton and Third Trinity); 3, W. A. Prideaux (Eton and Third Trinity); 4, P. N. Carpmael (Oundle and Jesus); 5, M. H. Warriner (Harrow and First Trinity); 6, J. B. Collins (Eton and Third Trinity); 7, A. . Reeve (Brighton and Selwyn); T. A. Brocklebank (Eton and Third Trinity), stroke; R. E. Swartwout (Middlesex, U.S.A. and First Trinity), cox.

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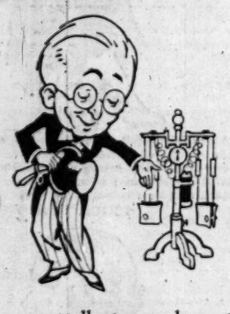

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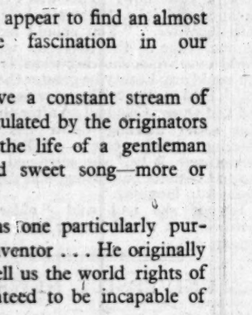
We expressed our admiration, but explained that we had already solved the problem. We admitted that our method was less exhilarating but, in return, he had to admit that it was very much more efficient.



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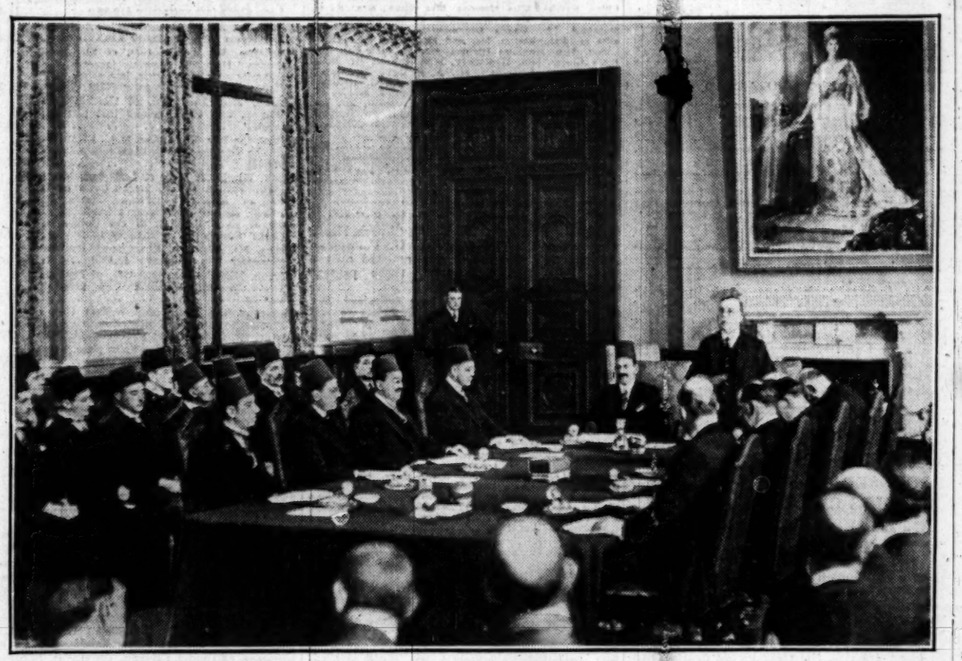
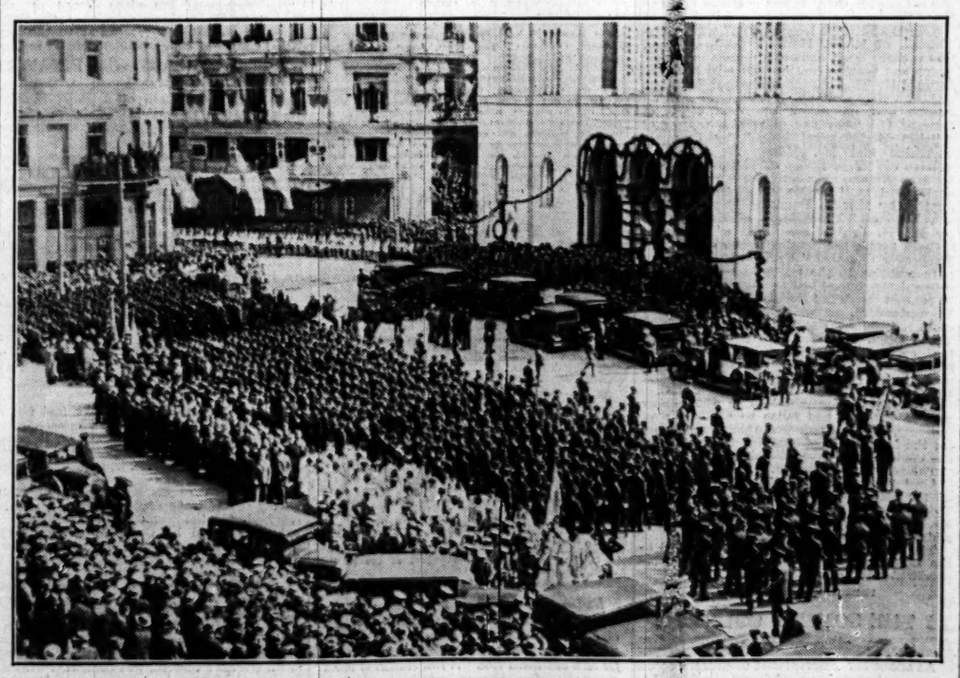


ANGLO-EGYPTIAN CONFERENCE.—A plenary session of the Anglo-Egyptian Conference was held in the Locarno Room at the Foreign Office yesterday. Our photograph was taken during Mr. Henderson's opening speech. On his right at the head of the table is the leader of the Egyptian delegation, Mustapha Pasha Nahas.



CENTENARY OF GREEK INDEPENDENCE.—The scene outside the Cathedral, Athens, on Tuesday, when a *Te Deum* was held in celebration of the centenary of Greek independence from Turkey. A big crowd gathered to witness the procession of the President and his Cabinet and the defile of troops to the Cathedral.

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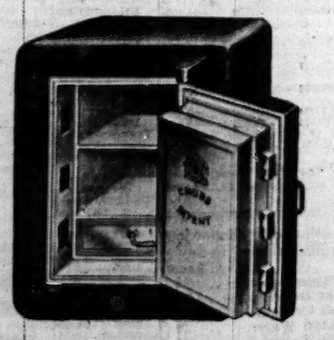

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CITY NOTES

POINTS IN REVENUE RETURNS

INDUSTRY'S EXPERIENCE OF RATIONALIZATION

The financial year closed yesterday with a deficit of £14,523,263. As Mr. Churchill in his Budget speech had estimated a surplus of £4,096,000, the actual outcome of the year is £18,619,263 worse than he anticipated. The ordinary revenue, £734,188,748, fell £11,871,252 below the Budget estimate, while the decrease as compared with the preceding year was £23,915,307. Income-tax produced about £2,000,000 less than expected, though the yield was within £200,000 of the amount received in the preceding year, in spite of the cost of the increased allowances made for children. Stamp duties were the chief disappointment of the year, for the receipts, £25,670,000, were £5,330,000 short of the estimate, the decrease on the preceding year being £4,390,000. The next most disappointing item was excise, which produced £127,500,000 instead of £130,330,000 estimated in the Budget, and £134,000,000 in the preceding year. The total ordinary expenditure was £700,963,696, against a Budget estimate of £691,564,000. This is wholly accounted for by the supplementary grant of approximately £10,000,000 for unemployment. There was a considerable saving on other items of expenditure. Although interest on the National Debt cost about £2,650,000 more than the estimate, it cost less by £4,238,000 than in the preceding year.

Floating Debt Reduction

In the last nine days of the financial year repayments of Treasury Bills exceeded sales by £9,995,000, while £450,000 more was borrowed in the form of Ways and Means advances from Public Departments. Thus the floating debt was reduced by £9,545,000, as shown below:—

(000's omitted)

Floating Debt	March 31, 1930	March 22, 1930	March 31, 1929
	£	£	£
Ways and Means Advances:—			
By Public Departments	48,580	48,080	37,050
Treasury Bills outstanding	588,885	598,880	700,295
Total	637,415	646,960	737,345

On the year the floating debt shows a reduction of £99,930,000, due, of course, in great measure to the large cash subscriptions received to the issues of Five per Cent. and Four-and-a-Half per Cent. Conversion Loans.

The Bristol and Birmingham Loans

Dealings began yesterday in the scrip of the Bristol 5 per cent. loan, which was issued at 99½. Allotments having been very small, there was a keen demand for the scrip, which closed at 2½ premium, after touching 2⅝ premium. As expected, the £5,000,000 Birmingham loan was quickly over-subscribed and the lists were closed at 10.30 a.m. yesterday. Prospectuses of the issue were not obtainable until 9 o'clock, when the banks opened, and this fact gave rise to criticism in City circles on the ground that little opportunity was given to the general public to subscribe. There is certainly much to be said for the publication of a prospectus on the day before the opening of the lists.

Associated Cement Meeting

Mr. Malcolm Stewart's speech at yesterday's meeting of the Associated Portland Cement Manufacturers deserves to be widely read by those interested in the principles and practice of industrial reconstruction or rationalization. When the board was reconstructed some five years ago and Mr. Stewart took over the chairmanship the company suffered from two major disabilities—over-capitalization, which had burdened it since birth, and small, obsolete plants. The new board had to choose between reducing the capital to make it correspond with the value of the assets or raising the value of the assets to justify the capital. They might have chosen to employ both methods to rehabilitate the company, but they preferred the latter, and their programme, now completed, has been attended with such success that to-day there is no justification for writing down the capital. New plant was substituted for old at great but remunerative expense, and the company has now an annual productive capacity of 1,500,000 tons from modern rotary kilns, which is fully 250,000 tons more than that aimed at in the original programme. Thanks to a thorough-going reorganization of the selling side the export trade has expanded in a remarkable degree. Last year the company exported approximately 800,000 tons, or 45 per cent. more than in 1924. The increased trade which has followed reconstruction has enabled the company to reabsorb to a considerable extent the men displaced by the introduction of up-to-date plant.

Financial Results

Since the beginning of 1924 the company has spent over £1,600,000 on reconstruction and new plant. Nevertheless, fixed assets stand in the books at £566,000 less than in that year. Liquid assets have increased from £440,000 to over £1,100,000. The market value of the company's holding of Ordinary shares alone of the British Portland Cement Manufacturers is about £1,500,000 in excess of their book value. Net profits last year were nearly three times as great as in 1924, although in the last-named year £50,000 less was placed to depreciation. All this has been achieved without the help of higher prices. On the contrary the net selling price during the period has been reduced by 25 per cent.; in all probability the reduction in prices has helped to increase the consumption of cement. Mr. Stewart also claimed that during the period they had been able to improve the conditions of their employees.

The Problems of Industry

Mr. Stewart's story of his company's successful application of rational principles to their own particular problems reflects every credit upon those concerned, and gives point to his remarks about rationalization in its broad relation to industry generally. Unlike some industrialists, Mr. Stewart does not blame the banks for the troubles of industry. Far from having been backward in helping industry with money, he believes, not without some reason, that the banks have been too generous in lending it to plausible borrowers who, though wearing the guise of industrialists, have used the money for manipulating share values. In this connexion he criticized those sections of the Press which fanned the speculative fever by exhibitions of astounding optimism and little judgment. Mr. Stewart believes that the salvation of industry will not come through its being run by Governments, banking institutions or accountants, though each of them may be valuable allies. It would be hard to deny the sound commonsense of his views that a good qualification for managing a big undertaking is to have made a success of a smaller one; and that supreme control should rest with those with practical experience and a record of successful management, because experience is one of the few things that cannot be found ready made. Mr. Stewart fears that there are too many people pulling the strings of industry who have never gained practical or technical experience. The guinea-pig wears many disguises, and is at times difficult to identify, but the conditions under which modern industry has to operate are such that a guinea-pig is not, as in the old days, merely an expensive and harmless luxury, but a positive handicap, since he fills a place that could be more usefully filled by someone else.

Rationalization of Shipbuilding

A large part of the speech made yesterday by General Sir Herbert Lawrence to the shareholders of Vickers, Limited, necessarily related to the measures which have been taken by this company in conjunction with other interests to effect a rationalization of the shipbuilding and heavy engineering industries. Sir Herbert Lawrence recalled that in 1929 the output of the British shipyards was over 1,500,000 tons, which was considerably more than the combined tonnage launched in the rest of the world. While the British shipbuilding industry had been gradually improving its world-output position, price levels had been kept unremuneratively low by excess shipbuilding capacity, not only at home but abroad. Few shipbuilding companies had earned profits; in fact, competition had been so keen that many shipbuilders had been glad to keep their yards occupied. As is now generally known the position is to be dealt with under a scheme whereby a central organization—the National Shipbuilders' Security, Limited, of which all the leading shipbuilders are members—will purchase redundant yards, which will be dismantled. Sir Herbert Lawrence said that if, as anticipated, the result was to place the shipbuilding industry on a sound economic basis, every one connected with the industry—workmen and employers alike—would benefit, and Vickers-Armstrongs, as one of the largest shipbuilding concerns in the country, would share in any improvement which the new scheme might bring about.

Outlook for Vickers

In referring to the disappointing trading results achieved during its first year by the English Steel Corporation—which was formed to consolidate the commercial steel interests of Vickers, Vickers-Armstrongs, and Cammell, Laird, and Co.—the chairman of Vickers reminded the shareholders that rationalization is necessarily a slow process, and during reorganization financial loss might have to be suffered before its benefits could be reaped. In the early stages there was a period of destruction, during which works must be closed down, old plant dismantled, and new plant and machinery substituted for that which was out of date in the works retained. During this transitional period the fixed charges at the works which were ultimately to be closed had to be met, in some cases compensation had to be paid to the staff whose services were no longer required, and increased expenditure in connexion with the transfer of stocks and work in progress from one works to another added to the production costs. These preliminary handicaps, however, must be faced if industrial methods are to be revised to an extent that will enable our manufacturers to regain their position in the markets of the world. In summarizing the outlook for Vickers, Sir Herbert Lawrence said he was not pessimistic, but he warned shareholders that there was a difficult time ahead. The company's great strength lay in its financial position, which would enable the company with comparative equanimity to pass through even a prolonged period of bad trade, and to be ready on the first sign of revival to make the most of the opportunities that might occur.

Quilt Amalgamation's First Report

The first accounts of Quilt Manufacturers, Limited, a company formed to amalgamate seven of the leading companies engaged in the manufacture of quilts, bedspreads, &c., must be regarded as satisfactory. Its operations were hampered by the cotton lock-out in the summer, while the fall in cotton prices must have necessitated heavy writing down of the company's stocks. Trading profits, however, make a fairly good comparison with the figures for the past five years supplied in the prospectus issued last July. Profits for the 12 months ended January 31 were £131,318, compared with an average profit for the previous five years of £145,811, but this period included one exceptionally good year—namely, 1928—when they amounted to £212,466. A dividend of 6 per cent. is declared on the Ordinary capital, and £5,000 is written off preliminary expenses, which will thereby be reduced to £12,577. Goodwill does not figure among the assets, and the floating assets, which include £169,000 of cash and Treasury Bills, exceed current liabilities by about £600,000. The balance-sheet therefore shows a very liquid position. Further benefits may be obtained from the amalgamation, which may be regarded as a first step towards the rationalization of this particular industry; the directors in the prospectus estimated that the savings to be effected by the fusion would not be less than £30,000 per annum.

British and Foreign Marine Accounts

The report of the British and Foreign Marine Insurance Company, which is associated with the "Royal," shows that although conditions in marine insurance have undoubtedly been very difficult for some years, the company has been able to continue to earn profits. It will have been assisted in its success by good connexions and careful underwriting. Net premiums for 1928 were £611,729, and after putting aside £75,000 to suspense to close the account for that year, £51,349 is transferred to profit and loss. Marine premiums for last year amounted to £550,408 and claims settled to £163,950, leaving a net balance, after deducting expenses, of £291,235 available for the payment of further claims on the 1929 account. The company has been accustomed, when closing underwriting accounts at the end of the second year, to make very ample provision for further claims, and at the close of 1928 the underwriting suspense and reinsurance accounts amounted to as much as £722,176.

Share Capital Fully Paid

In the present report it is stated that the balances of these accounts at the end of 1928 were largely in excess of the requirements of the accounts, and it has been decided to transfer £240,014 from them to profit and loss, giving, with £393,069 brought forward at the credit of profit and loss and £196,362, being the underwriting profit on the 1928 account, interest receipts for 1929 and the profit on the sale of investments, a combined sum of £829,445. From this amount £536,000 has been applied as a special dividend to meet a call of £8 per share,

(Continued at foot of next column)

making the 67,000 shares of £20 each fully paid, instead of £12 fully paid, as a year ago. After providing for income-tax and deducting the ordinary and special dividends paid in 1929, there remains at the credit of profit and loss £147,445. The directors have also transferred £50,000 from the underwriting suspense and reinsurance accounts to a fire reinsurance account, the premiums for which amounted last year to £42,075. An interim dividend of 25s., less tax, was paid in July, and it is now proposed to pay a final dividend of 27s. 6d., less tax. The financial position of the company is clearly strong. The fully paid up capital of £1,340,000 is supported by a reserve fund of £1,000,000 and other funds, excluding the balance of last year's account, which represent about three times the premium income. A company with such resources can afford to exercise restraint and full discrimination in underwriting, and such a policy conduces to success.

STOCK EXCHANGE

A GILT-EDGED REACTION

FIRM AT THE CLOSE

The Stock Exchange began yesterday a three-week Account that will include the Budget and the Easter holidays. Business, in the circumstances, was not very brisk, but markets were by no means devoid of feature. Gilt-edged securities experienced a reaction; owing to the increased demand for money incidental to the last day of the quarter, Lombard-street withheld support, although towards the close prices showed a recovering tendency. Dealings began in the Bristol loan, which closed at 2¼ premium after having been up to 2 5-8 premium and down to 2 premium. The recent rise in Brazilian exchange to within measurable distance of parity kept alive a demand for Brazilian securities of various kinds. Peruvian bonds were firm on the fixing of the Peruvian currency. The international group of Industrials showed strength in response to New York. United Molasses advanced on the dividend and share bonus.

The largest movement in BRITISH GOVERNMENT stocks took place in the Four per Cent. Funding loan, which after its recent sharp rise fell ¼ to ⅜. The Three-and-a-Half per Cent. Conversion loan declined ¼ to 78¼, and a fall of similar amount was shown by Four per Cent. Consols (88⅛). Other stocks in the group, including the new Conversion loans, closed ⅛ to ¼ lower. Several Corporation scrips weakened slightly, Hull reacting to 2 premium, Swansea to 1¼ premium, and Southampton to 3 premium. India stocks as a rule were quoted fractionally easier, but the Six per Cent. loan was firm at 102⅞. The HOME RAILWAY market remained in heavy mood. North-Eastern Preferred fell ¼ to 31½, and L.M.S. Ordinary was the "turn" lower at 52¼. Demand continued for Metropolitan new Debenture stock, which rose to 5 premium.

Brazilian bonds reflected the firmness of the Rio exchange with rises of ¼-1 per cent., the Rescission Four per Cents. rising to 61½ and the 1914 Funding Five per Cents. to 82½. Province of Buenos Ayres, Chilean, and Peruvian bonds were also firm, Peruvian Six per Cents., which have benefited from the recent fixing of the exchange, rising 4o 85½. Chinese Customs bonds hardened, together with the 1912 loan, while among European issues Bulgarian and Portuguese bonds were better. Peruvian Corporation Debentures moved up to 100½ bid. In the FOREIGN RAILWAY market Buenos Ayres and Pacific, San Paulo, and Antofagasta and Bolivia were higher, the last named recovering to 87. Otherwise the tone was steady, excepting Cordoba Central stocks, which were weak.

A feature in the OIL market was the weakness of Trinidad Leaseholds, for which no official reason was forthcoming; the shares fell from 3 13-16 in the morning to 3 9-16.

PLANTATION SHARES FIRM

Although London and Liverpool rubber stocks showed a rise of 40 tons on the week and the commodity was heavy, the tendency in the RUBBER market was firm, particularly after 3 o'clock, when Rubber Trust rose to 38s. bid and Malacca to 1¼ bid, possibly on American support. Malayalam were bid for up to 26s. 6d. and Allied Sumatra at 16s. 6d., while Anglo-Dutch hardened to 34s. or more. There was quite a good demand for TEA shares, and in the Indian group Consolidated Tea and Lands advanced to 26 and Allynugger to 34, others to meet with inquiry including Deundi, Jhanzie, and Majuli. High-grade Ceylon shares, such as Ceylon Plantations, Eastern Produce, Anglo-Ceylon, and Alliance were supported.

The INDUSTRIAL market was quiet, the tone being steady to firm. United Molasses opened with a sharp rise on the increased dividend and one-in-two share bonus, the extent of the latter taking the market by surprise. The shares were bid for at 5⅛ early in the morning and closed firm at 5 11-16, at which they showed a gain of ⅛. Courtaulds were firm at 2¼, and other textile shares were steady. Imperial Chemical were dull, the Ordinary shares falling to 26s. 9d. There was support, presumably on American account, for Columbia Graphophone, which advanced to 6½ or more, but these shares were easier in the street, together with International Nickel and Gramophone, which were then quoted at about $46½ and 4 13-32 respectively. Cables and Wireless stocks were better, the "A" and "B" rising 1½ to 62 and 32 respectively, and there was support for Babcock and Wilcox and Harland and Wolff Preference and for the Swedish group, in which S.K.F. rose to 13. Margarine shares and Hudson's Bay were others to harden. Godfrey Phillips eased to 1½ and Carreras were dull, Carreras "B" declining to 24s. Several bank shares showed small gains, including Hongkong and Shanghai (117½). Brazilian Traction opened 8½ higher at $42½—a price which was maintained—and Hydro-Electric Securities were better at $49½. There was support for British Can, which rose to 24s. 3d. bid, against 22s. 6d. on Friday.

There was a little support for Rhodesian shares, among which Southern Rhodesia Base Metal advanced about 3s. to 20s. Congo Border rose to 15½ and eased to 15¼, and N'Changa rose to 3 1-16 and eased to 3, both shares, however, being higher at the lower levels than on Friday. Chartered and Bwana M'Kubwa were slightly firmer. Rand shares were little changed. De Beers were quoted at 9 (a rise of 1-16), while New State Areas, Anglo-American, and Modderfontein East showed small gains. Tin rose 15s. a ton and the share market was firm, Anglo-Oriental rising sharply to 9s. Ayer Hitam and Southern Perak were others to close higher. Electrolytic Zinc Preference hardened to 1¼.

RUBBER TAPPING HOLIDAY

SCHEME ADOPTED

The Rubber Growers' Association announce that whereas the minimum amount of support necessary to make the British-Dutch Liaison Committee's Scheme operative was 70 per cent., both from European-owned estates in the Netherlands Indies and in British rubber producing territories, assents received to date total well over 80 per cent., in addition to which advices from Malaya indicate very substantial support from the Asiatic producers.

The scheme, states the association, therefore becomes operative, and it is hoped that the total assents will represent a tonnage equivalent to more than half the world's production.

** Proposals to effect restrictions in the output of rubber for the current year were made early in February, and after negotiations a basis of agreement was reached between representatives of British and Dutch planting interests. If assents are received to the number suggested the production for the current year should be restricted by about 35,000 tons. From the statements recently made it appears that native producers in the Dutch East Indies will not come into the scheme.

MONEY RATES AT HOME AND ABROAD

	Bank rate	Market discount rate	Call Money
	Per cent.	Per cent.	Per cent.
London	3½	2⅝-2⅞	2½-4
New York	8½	2⅞-2¾	4
Paris	3½	2½	2½
Berlin	5	4⅞	6-8½
Swiss Bank places	3½	2½	—
Milan	6½	6¾	—
Amsterdam	3	2¾	2¾
Brussels	3½	3¼	3

† The Bank of France rate for advances is 4½ per cent.

MONEY MARKET

BORROWING AT THE BANK

FURTHER RISE IN DISCOUNTS

The last day of the month was marked by very tight conditions in the short loan market and by a further rise in discount rates. The stringency was largely due to the heavy payments for Treasury Bills of yesterday's date, an end-June maturity, against which maturities were understood to be light. Special assistance was given to borrowers, in the shape of extensive purchases of May bills at 2 5/16 per cent., but, nevertheless, a small amount was borrowed from the Bank for a week at 4 per cent. In the open market fresh advances for the night generally commanded from 3½ to 4 per cent., old loans carried at variable rates being renewed at 3 per cent. Most of the large banks called money from the market, and a good deal of money was stated to have been held up by the foreign exchange settlement. To-day stringency is again expected, for although dividend disbursements are larger that on 3½ per Cent. Conversion Loan amounting to about £11,350,000 (net), these do not become entirely available for market purposes on the day of payment, while a good many holders are expected to take advantage of the option to pay up in full under discount at 3½ per cent. on the new Conversion Loan. Discount rates advanced further under the influence of dear money and the indications of a stock market revival in New York. Brokers still reported a very small demand, and apart from a few sales of three months fine bank bills at 2½ per cent. sales were largely confined to the May bills already referred to. The market's general buying rate at the close for three months fine bank bills was 2 5/16-2 3/8 per cent.

The Bank rate is 3½ per cent., to which it was reduced from 4 per cent. on March 20. The banks' deposit rate is 1½ per cent., and the deposit rates of the discount houses are 1½ per cent. at call and 1½ per cent. at notice.

Loans (per Cent.)		Discount (Bank Bills) (per Cent.)				
Day to day	For short periods	60 days	3 months	4 months	6 months	
2½—4	2½-2¾	2 5/16-2 3/8	2 5/16-2 3/8	2 3/8	2½	
Discount (Treasury Bills)					(Fine Trade Bills)	
2 Mths.	3 Mths.	3 months	4 months	6 months		
2 5/16	2 5/16	3 1/32—4	3 1/4—4	4—4 1/32		

NATIONAL BANK OF BELGIUM
(000's omitted)

	March 27	Inc. or Dec.
	Belgas	Belgas
Coin and bullion	1,725,971	+ 3,736
Securities, Belgium and abroad	837,461	— 37,213
Notes in circulation	2,790,106	— 17,985
Current accounts	127,851	+ 12,797

BANK OF ITALY
(000's omitted)

	March 20	Inc. or Dec.
ASSETS	Lire	Lire
Gold in hand	5,201,500	+ 11,600
Balances abroad	3,401,400	+ 6,900
Foreign Treasury Bills	1,536,700	unchanged
Total reserve	10,139,600	+ 18,500
Gold deposited abroad due by the State	1,801,600	+ 11,500
Cash in hand	224,600	+ 4,400
Inland bills	2,995,100	+ 68,300
Advances	1,265,000	+ 79,200
Government securities	1,052,800	+ 1,400
Credit with the Instituto di Liquidazioni	776,600	unchanged
LIABILITIES		
Notes in circulation	15,863,400	+ 61,400
Public deposits	300,000	unchanged
Other deposits	1,146,000	— 54,100
Demand drafts	416,800	+ 27,300

Ratio of reserve to notes and other sight liabilities combined, 57·19 per cent.

FOREIGN EXCHANGES

A large business was reported in the dollar-sterling exchange. Dollars were persistently bid for during the greater part of the day, the rate touching $4.86½, but in the final dealings the rate turned in favour of sterling and finished at $4.86 15/32, compared with $4.86 9/16 on Saturday. There was a premium of 1/32c. on forward dollars for all periods. The Montreal rate moved down with the New York-London rate, and closed at $4.86 7/16. The Belgian and German exchanges were unaltered, while Italian lire were slightly cheaper. Dutch florins were in demand and the Amsterdam rate closed at 12.12 1/16, against 12.12½. On balance the movements in the Madrid rate left the peseta slightly dearer. Swiss francs appreciated. The Danish rate rose to 18.16½kr. At 12.11d., the Batavia rate was lower, and the Hong-kong and Shanghai exchanges declined to 1s. 6 7/16d. and 1s. 11½d. respectively. The feature among the South American exchanges was a further advance of 9/32d. to 43 3/32d. in the Buenos Aires rate. On the other hand the Rio exchange fell back to 5 7/16d.

The following table gives the range of telegraphic exchange quotations within which business was reported yesterday:—

Place	Method of Quoting	Par of Exch'ge	March 31	March 29
New York	$ to £	4.865	4.85 15/16-4.86 1/32	4.86 1/32-4.86 1/8
Montreal	$ to £	4.865	4.86 7/16-4.86 11/16	4.86 1/16-4.86 1/4
Paris	Fr. to £	124.21	124.20-124.90	124.25-124.29
Brussels	Bel. to £	35.09	34.87-34.88	34.87-34.88
Milan	Lire to £	92.46	92.80-92.85	92.80-92.85
Zurich	Fr. to £	25.2215	25.13-25.13 1/2	25.13-25.14
Athens	Dr. to £	375	374 1/4-375 1/4	374 1/4-375 1/4
Helsingfors	M. to £	192.23	193.25-193.45	193.25-193.45
Madrid	Pts. to £	25.2215	38.90-39.20	38.90-39.15
Lisbon	Escu. to £	—	108 1/4-108 3/4	108 1/4-108 3/4
Amsterd'm	Fl. to £	12.107	12.11 1/8-12 1/8	12.12 1/8-12 1/4
Berlin	M. to £	20.43	20.37-20.37 1/4	20.37-20.37 1/4
Vienna	Sch. to £	34.583	34.50-34.54	34.52-34.55
Budapest	Pen. to £	27.82	27.83-27.87	27.83-27.87
Prague	Kr. to £	164.25	164-164 1/4	164-164 1/2
Warsaw	Zloty to £	43.38	43.37-43.42	43.37-43.42
Riga	Lats to £	25.2215	25.20-25.27	25.19-25.26
Bucharest	Lei to £	813.6	817-820	817-820
Const'ple	Pet. to £	110	1.0302	1.0302
Belgrade	Din. to £	25.2215	275 1/4-275 3/4	275 1/4-275 3/4
Kovno	Lit. to £	48.66	48 1/2-48 7/8	48 3/8-48 7/8
Sofia	Lev. to £	673.659	670-675	670-675
Reval	E.Kr.to £	18.159	18.20-18.27	18.20-18.25
Oslo	Kr. to £	18.159	18.16 1/4-17 1/4	18.16 1/4-17 1/4
Stockholm	Kr. to £	18.159	18.09 1/4-09 3/4	18.09 1/4-09 1/2
Copenh'g'n	Kr. to £	18.159	18.16-18.16 1/4	18.16-18.16 1/2
Alexandria	Pd. to £	97 1/2	97 1/4-97 5/8	97 1/4-97 5/8
Bombay	Per rup.	18d.	1 5/32-7/8	1 5/32-7/8
Calcutta	Per rup.	18d.	1 5/32-7/8	1 5/32-7/8
Madras	Per rup.	18d.	1 5/32-7/8	1 5/32-7/8
Hong-kong	Per dol.	—	1 5/7-1 6/7	1 6-1 6¼
Kobe	Per yen	24.58d.	2 0 3/4-2 0 7/8	2 0 3/4-2 0 7/8
Shanghai	Per tael	—	1 10 7/8-1 11 1/2	1 11-1 11 3/8
Singapore	Per dol.	2 4	2 3 31/32-3 1/16	2 3 31/32-3 1/16
Batavia	Fl. to £	12.107	12.10 3/4-11 3/4	12.11 1/4-12.12
Manila	Per dol.	24.066d.	2 0 1/8	2 0 1/8
R. de Jan.	Per mill.	5.809d.	5 7/32-5 7/32	5 7/32-5 7/32
B. Aires	Per dol.	47.577d.	43 13/16-43 7/8	43 7/16-43 1/2
V'paraiso†	S to £	40	39.93	39.93
M'video	Per dol.	51d.	44 3/4-45 1/4	44 1/2-45
Lima†	Soles to £	12.166	12.47 1/2	12.47 1/2
Mexico	Pesos to £	9.76	10.15-10.35	10.15-10.35

† 90 days. ‡ Based on legal stabilization at $2.90-3.03 to 100kr. ‡ Nominal.

EMPIRE EXCHANGE RATES

BUYING RATES PER £100

	Demand	30 days' sight	60 days' sight	90 days' sight
On:—	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Australia	92 12 6	92 1 3	91 10 0	90 18 9
New Zealand	95 10 0	94 18 9	94 7 6	93 16 3
Africa & Rhodesia	98 15 0	98 2 6	97 10 0	96 17 6

SELLING RATES

	Cable Transfers	Demand
On:—	£ s. d.	£ s. d.
Australia	93 17 6	93 10 0
New Zealand	97 0 0	96 12 6
South Africa	99 15 0	99 12 6
Rhodesia	96 16 3	99 13 9

The Bank of England yesterday announced the receipt from abroad of £23,797 and the export of £2,000, both in SOVEREIGNS. The Bank also purchased £40 in BAR GOLD. Since Wednesday last there has been a net influx of £1,024,867, as shown below:—

ARRIVALS		WITHDRAWALS	
	£		£
March 27—		March 27	Nil
Sovs.	1,000,000		
Bar gold	1,030		
March 28	Nil	March 28	Nil
March 29	Nil	March 29	Nil
March 31—		March 31—	
Sovs.	25,797	Sovs.	2,000
Bar gold	40		
Influx	1,024,867		
Total	£1,026,867	Total	£1,026,867

Net influx for 1930 to date, £9,817,920; net efflux for 1929 (according to the published movements of gold), £8,228,489.

In the bullion market the price of GOLD remained at 84s. 11½d. per ounce. The mail steamer from South Africa due to reach this country on April 14 has on board £411,318 in bar gold.

SILVER was unchanged at 19 7/16d. per ounce for cash and 19 9/16d. for forward delivery. India bought for shipment, but these purchases were offset by Chinese sales.

CHARTERED BANK of INDIA AUSTRALIA AND CHINA
38, BISHOPSGATE, LONDON, E.C.2.
Incorporated by Royal Charter.

CAPITAL ... £3,000,000
RESERVE FUND ... 4,000,000

Chief Manager: W. E. PRESTON.
Managers: J. S. BRUCE and G. MILLER.

AGENCIES AND BRANCHES.

Alor Star	Hong-kong	Rangoon
Malay States	Ipoh	Saigon
Amritsar	Ipoh	Semarang (Java)
Bangkok	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala Kangsar (Perak)	Sungei Ujong
Canton	Kuala Lumpur	Taiping (F.M.S.)
Cawnpore	Kuala Pilah	Tavoy
Cebu	Kuching (Sarawak)	Tientsin (Chinese Burma)
Colombo	Madras	Tokyo
Dairen (Manchuria)	Manila	Tongkah (Bhuket)
Delhi	Medan	Toungoo
Haiphong	New York	Yokohama
Hamburg	Peiping (Peking)	Zamboanga
Hankow	Penang	(Philippine Islands)
Harbin	Petsawar	

The Corporation grant drafts payable at the above Agencies and Branches, buy and collect Bills of Exchange, issue Letters of Credit, and transact general banking business connected with the East.

Deposits of money are received on terms which may be ascertained on application, and on current accounts interest is allowed at 2 per cent. per annum on the minimum monthly balances, provided they do not fall below £200. The bank is prepared to undertake Trusteeships and Executorships.

THE EASTERN BANK
LIMITED.

Head Office: Crosby Square, Bishopsgate, London, E.C.3.

Subscribed Capital ... £2,000,000
Paid-up Capital ... £1,000,000
Reserve Fund ... £480,000
Reserve Liability of Shareholders £1,000,000

BRANCHES:

BOMBAY	BAGHDAD
CALCUTTA	BASRA
KARACHI	AMARA
MADRAS	KIRKUK
COLOMBO	MOSUL
SINGAPORE	BAHREIN

BOARD OF DIRECTORS:
Chairman, J. S. HASKELL, Esq.
Deputy-Chairman, SIR JAMES LEIGH-WOOD, K.B.E., C.B., C.M.G.
JAMES H. BATTY, Esq.
G. BROMLEY-MARTIN, Esq.
EMILE FRANÇOIS, Esq.
SIR PERCY WILSON NEWSOM, Bt.
SIR THOMAS J. STRANGMAN.

The Bank issues Drafts, Telegraphic Transfers and Letters of Credit, purchases, grants advances against or collects Bills of Exchange, and transacts Banking and Agency Business in connexion with the East. Deposits are received for one year and for shorter periods at rates which can be ascertained on application. On Current Accounts interest is allowed at 2 per cent. per annum on the minimum monthly balances. F. H. SUTTON, Manager.

THE HONGKONG & SHANGHAI BANKING CORPORATION

(Incorporated in the Colony of Hongkong. The liability of members is limited to the extent and in manner prescribed by Ordinance No. 6 of 1929 of the Colony.)

AUTHORIZED CAPITAL ... $50,000,000
ISSUED AND FULLY PAID UP $20,000,000
RESERVE FUNDS—
STERLING ... £6,500,000
SILVER ... $9,500,000
RESERVE LIABILITY OF PROPRIETORS, $20,000,000.

Head Office: HONGKONG.

BOARD OF DIRECTORS.
J. A. PLUMMER, Chairman.
C. S. MACKIE, Deputy-Chairman.

R. D. F. BRITH	W. L. PATTENDEN
W. H. BELL	T. E. PEARCE
A. H. COMPTON	T. H. R. SHAW
B. LANDER LEWIS	J. P. WARREN

ACTING CHIEF MANAGER.
V. M. GRAYBURN.

BRANCHES AND AGENCIES.
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Chefoo, Colombo, Dairen (Dalny), Foochow, Haiphong, Hamburg, Hankow, Harbin, Hongkew (Shanghai), Ipoh, Jobore, Kobe, Kowloon, Kuala Lumpur, London, Lyons, Malacca, Manila, Moukden, Muar, Nagasaki, New York, Peiping (Peking), Penang, Rangoon, Saigon, San Francisco, Shanghai, Singapore, Sourabaya, Sungei Patani, Tientsin, Tokyo, Tsingtao, Yloilo, Yokohama.

COMMITTEE IN LONDON.

Sir Charles Addis, K.C.M.G., Chairman.	Sir George Macdonogh, G.B.E., K.C.B., K.C.M.G.
A. H. Barlow	Lord Revelstoke
D. G. M. Bernard	Sir Geo. Sutherland
C. A. Campbell	A. M. Townsend

C. F. Whigham.

MANAGERS IN LONDON:
Sir Newton J. Stabb, H. D. C. Jones.
Sub-Manager: E. N. Padfield.
Accountant: A. Moncur.

9, GRACECHURCH STREET, LONDON, E.C.3.

THE MERCANTILE BANK of INDIA
LIMITED.
Head Office: 15, Gracechurch-street, London, E.C.3.

Capital Authorised ... £3,000,000
Capital Paid-up ... £1,050,000
Reserve

THE
YOKOHAMA SPECIE BANK
LIMITED.
(Incorporated in Japan.)
ESTABLISHED 1880.

Capital Subscribed and fully paid - - - Yen 100,000,000
Reserve Fund - - - Yen 111,500,000

Head Office: YOKOHAMA.

BRANCHES AT

Alexandria, Batavia, Bombay, Calcutta, Canton, Changchun, Dairen (Dalny), Fengtien (Mukden), Hamburg, Hankow, Harbin, Honolulu, Hong-Kong, Kai-Yuan, Karachi, Kobe, London, Los Angeles, Lyons, Manila, Nagasaki, Nagoya, Newchwang, New York, Osaka, Pekin, Rangoon, Rio de Janeiro, Saigon, Samarang, San Francisco, Seattle, Shanghai, Shimonoseki, Singapore, Sourabaya, Sydney, Tientsin, Tokyo, Tsinanfu, Tsingtau, Vladivostock (temporarily closed).

The Bank buys and receives for collection Bills of Exchange, issues Drafts and Telegraphic Transfers and Letters of Credit on above places and elsewhere, and transacts General Banking Business.

Deposits received for fixed periods at rates to be obtained on application.

LONDON OFFICE: 7, BISHOPSGATE, E.C.2.
D. NOHARA, London Manager.

WE invite inquiry regarding the operations and securities of the Associated Gas and Electric System.

Founded in 1852

Properties in 26 States serving 1,270,000 customers in well-established public utility territories.

Associated Gas and Electric Company
Incorporated in 1906
Paid-up Capital and Surplus
$300,000,000
61 Broadway — New York

COMMONWEALTH BANK OF AUSTRALIA.
Guaranteed by the Australian Government.

Branches and Agencies throughout Australasia, Banking and Exchange Business of every description transacted.

Bankers to
The Government of the Commonwealth of Australia.
The Government of the State of Queensland.
The Government of the State of South Australia.
The Government of the State of Tasmania.

Commonwealth Savings Bank of Australia. Agencies are open at 3,655 Post Offices in the Commonwealth. As at 31st December, 1929:—

General Bank Balances	£37,506,336
Savings Bank Balances	31,375,150
Note Issue Department	45,301,226
Rural Credits Department	1,315,114
Other Items	7,462,384
	£142,959,210

LONDON OFFICE:
36-41, NEW BROAD STREET, E.C.
Also at Australia House, Strand, W.C.
J. S. SCOTT, Manager.

BANK of NEW ZEALAND
Incorporated with Limited Liability in New Zealand by Act of General Assembly, 29th July, 1861.
Bankers to the New Zealand Government.
London Office: 1, Queen Victoria St., E.C.4.
AUTHORIZED CAPITAL £7,561,238.

Paid-up Capital as at 31st March, 1929	£6,858,113
Reserve Fund and Undivided Profits	£4,042,591
	£10,900,704
Aggregate Assets at 31st March, 1929	£54,561,908

Negotiates and Collects Bills of Exchange. Grants Drafts on its offices in New Zealand, Australia, Fiji and Samoa. Remittances made by telegraphic transfer.
ROBERT MILL, Manager.

BANK OF NEW SOUTH WALES.
Incorporated in New South Wales with Limited Liability.
Established 1817. Head Office: Sydney, N.S.W.
General Manager: A. C. Davidson.

Paid-up Capital	£7,500,000 0 0
Reserve Fund	£8,150,000 0 0
Reserve Liability of Proprietors	£7,500,000 0 0
Aggregate Assets to 30th Sept., 1929	£90,806,297 7 10
	£21,150,000 0 0

The London Office issues drafts on demand on its Head Office (Sydney, N.S.W.) and 588 Branches and Agencies in all the Australian States, New Zealand, Fiji, Papua, and Mandated Territory of New Guinea. Makes Mail and Cable Transfers. Negotiates and Collects Bills of Exchange. Arranges Wool and other Produce Credits. Receives Deposits for fixed periods on terms which may be known on application and conducts every description of Australasian banking business.
London Office: 29, Threadneedle-street, E.C.2.
J. S. CAMPBELL, Manager.

ENGLISH, SCOTTISH AND AUSTRALIAN BANK, LIMITED.
Head Office: 5, Gracechurch-street, E.C.3.
And 457 Branches and Agencies in Australia.

Subscribed Capital	£5,000,000 0 0
Paid-up Capital	3,000,000 0 0
Further Liability of Proprietors	2,000,000 0 0
Reserve Fund	3,000,000 0 0

LETTERS of CREDIT and DRAFTS on the Branches and Agencies of the Bank in Australia can be obtained at the Head Office or through the Agents of the Bank in the chief provincial towns throughout the United Kingdom.
Remittances made by telegraphic transfer.
BILLS NEGOTIATED or forwarded for collection.
BANKING and EXCHANGE BUSINESS of every description transacted with Australia.
E. M. JANION, Manager.

NATIONAL BANK of NEW ZEALAND LTD.
Head Office: 8, Moorgate, London, E.C.2.

AUTHORIZED & SUBSCRIBED CAPITAL	£6,000,000
PAID-UP CAPITAL	£2,000,000
RESERVE FUND AND UNDIVIDED PROFITS	£2,155,854
	£4,155,154
Aggregate Assets at 31st March, 1929	£18,809,388

The Bank receives deposits for fixed periods at rates which may be ascertained on application, and conducts every description of banking business connected with New Zealand.
ARTHUR WILLIS, Manager.

THE BANK OF AUSTRALASIA.
Incorporated by Royal Charter, 1835.
Head Office:—
4, THREADNEEDLE-STREET, E.C.2.
West End Office: 17, Northumberland-avenue, W.C.2.

Paid-up Capital	£4,500,000
Reserve Fund	£4,475,000
Reserve Liability of Proprietors under the Charter	£4,500,000

Letters of Credit and Drafts are issued and banking business of every description is transacted through the numerous Branches of the Bank throughout Australia and New Zealand. Deposits for fixed periods received.

THE UNION BANK OF AUSTRALIA, LTD.
Established 1837. Incorporated 1880.

Capital Authorized and Issued	£12,000,000
Paid-up Capital (£4,000,000) together	£8,850,000
Reserve Fund (£4,850,000)	
Reserve Liability of Proprietors	£8,000,000

HEAD OFFICE: 71, CORNHILL, London, E.C.3.
Drafts are granted on the Bank's Branches throughout the Australian States and Dominion of New Zealand. Telegraph remittances are also made. Bills are purchased or sent for collection. Deposits are received for fixed periods on terms which may be ascertained on application.

NEW YORK STOCK EXCHANGE

CONTINUED ACTIVITY

HEAVY REALIZING AT THE CLOSE

NEW YORK, March 31.—The Stock Exchange has continued active and some stocks reached new high levels for the year, but the tightening of credit due to end-month withdrawals checked the "bull" movement in the general market, and final changes were mixed. Sales were returned at 5,151,000 shares.

The action of the market on Saturday, together with continued reports of a moderate expansion in business, with increasing building operations throughout the country and decreasing unemployment, attracted a fair volume of buying orders over the week-end, the execution of which made the opening steady. Scattered outside buying of oil stocks was encouraged by reports that the California crude oil output in the past week showed a daily decrease of 20,600 barrels, while accumulation was noticeable in General Motors as a result of predictions that the first-quarter earnings will exceed earlier expectations. Easiness developed later in the morning on heavy withdrawals of money for end-month requirements, and although support continued for specialities like Steel Common and Radio Corporation there was fairly liberal realizing elsewhere.

The market rallied in the afternoon owing to the absorption of offerings, fresh support being encouraged by the failure of sectional irregularity to bring about general liquidation. A renewed demand for standard issues carried Steel Common to 195 and American Telephone and Telegraph to 266, while among specialities Columbia Gas and Electric advanced sharply on a belated demand for the stock in the effort to participate in the distribution of a 25 per cent. stock dividend scheduled for to-morrow. In the last hour, however, heavy realizing caused recessions throughout the list and the close was barely steady.

Exchange	Method of Quoting	Parity	Mar. 31	Mar. 29
Montreal on—			$	$
London, cables	£1	4.86⅔	4.86 1/2	4.86⅝
New York on—				
London, sight	£1	—	4.86 1/4	4.86 1/4
Cables	£1	4.86⅔	4.86 1/2	4.86 5/16
60 days' sight	£1	—	4.84⅛	4.84⅛
Grain bills, sight	£1	—	4.86⅛	4.86⅛
Seven days	£1	—	4.85⅛	4.85 9/16
Paris, short sight	100f.	3.91¾	3.91⅛	3.91⅛
Rome, cables	100l.	5.26	5.24	5.24
Amsterdam, short sight	100fl.	40.20	40.08⅛	40.08¾
Oslo, cables	100kr.	26.80	26.78	26.78
Stockholm, cables	100kr.	26.80	26.89	26.89
Copenh'g'n, cables	100kr.	26.80	26.78	26.79
Prague, cheques	100kr.	—	2.96⅛	2.96⅛
Berlin, short sight	100mk.	23.80	23.88	23.89
Brussels, cables	100bel.	13.90	13.95⅛	13.95⅛
Berne, cables	100f.	19.30	19.36	19.36
Madrid, cables	100ps.	19.30	12.46	12.46⅛
Vienna, cables	100sch.	14.07	14.10¼	14.10¼
Budapest, cables	100pen.	17.49	17.47¼	17.47¼
Belgrade, cables	100din.	19.30	1.76⅞	1.76⅞
Athens, cables	100dr.	1.50	1.50	1.50
			Cents	Cents
B. Aires	1 peso	42.54	38.59	38.52
Rio, cables	1 mil.	32.45	11.65	11.75

RAILWAYS

	Closing Prices Mar. 31	Mar. 29		Closing Prices Mar. 31	Mar. 29
Atchison	239½	241	Int. C.Amer	28½	28½
Atl. Coast	174½	175	Kansas City	84*	85
B. & O.	122	121¾	Louisville	137½	135¼
Do., Pref.	81⅞	81⅞	Minn. St.P.	32½	32½
Brooklyn			Miss. Pac.	94	94
M. J'sit	74¼	74¼	Do., Pref.	139	139⅞
Can. Pac.	213⅝	213⅝	N.Mex.1Pf.	2	1
Cent. N.J.	280¼	280¼	Do. 2 Pf.	7/8	1
Ches. & O.	237	239	N.Y. Cent.	188¾	190
Ch. G.W.	17⅛	17⅝	Nflk. & W.	260½	260¼
Do., Pref.	47¼	46⅞	N. Pacific	94½	95¾
Ch. N.W.	88	88	Pennsyl'a	85½	86
Ch.Mil.St.P.	24¾	25¼	Reading	127½	126
Ch.Rock Is.	124	123½	S.L. & S.F.	117	117½
Del.& Hud.	178½	178	S.L.& S.W.	69	69
Del., Lack.	148½	149	S. Pacific.	128⅛	124
Erie	60⅛	60⅞	Southern.	130½	129
Do., 1st Pf.	65	65¾	Do., Pref.	99½	99¼
G.N., Pref.	100	100	U. Pacific	240	242½
Ill. Cent.	129½	130¼	Do., Prf.	84⅝	84⅝
Interboro'			Wabash	66¼	63¼
Rapid Tr.	35	35	Do., Pf., A	87	87

INDUSTRIALS

Air Reduct.	143*	146	Int. Match	83¼	84⅝
Allied Chem	300	302	Int. Nickel	42⅛	41⅞
Am. Agric. Ch., Pref.	37	33½	Int. Paper	28¼	29
Am. & F. Pwr.	93¼	89½	Int. Tele.	70¾	64¾
Am. Can.	152⅛	154	Kennecott	59	53⅛
Am. Loco.	85½	84⅝	Kresge S.S.	31¾	31¾
Am. Rolling Mills	91¼*	91	K'ger, 5%	31⅝	31½
Am. Smelt.	76	74⅝	Liggett&M.	112½	109¾
Am. Sug. R.	67¼	67½	Loose, Wile	67¾	68
Am. Tel.	264	265½	Mack.Trcks	85¾	86¼
Am. Tob.	240	242	Montg'yW.	38⅛	36⅞
Am. Woo'n	14½	15	Nash M'rs.	47¼	47½
Anaconda	78⅜	77¼	Nat. Bisct.	88¼	89⅜
Armour D.	76	75½	Nat.Cash R	66⅞	67
As.Dry'ds.	45	45½	Nat. Dairy	51⅜	51
At'tic Ref.	48⅞	47¾	N. Amer.	125½	124¼
Baldwin	34½	35⅛	Packard	21¾	22⅝
BarnsdallA	32	31⅞	Pan.A. Pet.	55⅜	54½
Beth. Steel	108⅜	106¾	Pub. Scr. N.J.	106⅝	108⅞
C.dePasco	60½	62⅛	Pullman	82½	81¾
Chile Copp.	55	55	RadioCorp.	54⅜	53⅜
Chrysler	38⅜	39⅜	R'w'g'n Rd	43⅝	43⅝
Col. Fuel	69	65	Roy. D'tch	53¼	52⅞
Colum. Gas	104	99½	Sears R'bk	83¾	83½
Col. Graph.	8⅝	8⅝	Shell Trans.	45¼	45¼
Cons. Gas	122¾	123⅝	Shell Un.	23⅜	23¼
Cont. Can.	70½	71	Skiss S.Sti.	45	50
Cont. Oil	28	26¾	Std. Brands	24¼	23⅝
Corn' Prod.	100½	100¾	Std. Gas	114¼*	114
Crucible	89½	89	Std. Oil of Cal.	66	65
Davison Ch.	42½	41½	Do., N.J.	73⅞	73¼
Drug. Inc.	82½	82½	Do., N.Y.	35½	35
Du Pont	139⅞	142	Studebaker	40¾	40
Eastman K	236	238	TexasCorp.	58¼	57⅞
Elec.P.& L.	89¾	91⅞	Tex. G. Sul.	64½	65¼
Electric Storage	75½	75	Tidewater	15⅞	14⅞
Fox Films	34½	33¼	Un.Carbide	104¾	105⅝
Gen. Elec.	84½	85⅞	Un. Fruit	90½	89¼
Gen. Foods	49¼	49¾	United Gas	43¾	42⅝
General Motors	49½	50⅛	U.S. L'ther	10⅛	10⅜
Gillette	86¾	86	U.S. Rbr.	33¼	30
Goodrich	57	55½	U.S. Steel	193¾	193¼
Goodyear	96	94	Do., Pref.	145¾	145½
Hou.OilTx.	101	102	W. Un. Tel.	185½	188½
Hud. Mtrs.	56½	55¾	Whse. Mtg.	185	190½
Ind. Rayon	117	117	Woolworth	65	61½
Int. Harv'r	93½	92¾	Worth'n Pump	125	133
			Youngst'n Sheet	149¾	147¾

KERB STOCKS

An.-Am.Oil	13	13	Mid. West Utilities	37⅝	37
Assoc. Gas	42½*	43¼	Pennroad	16	15¾
Brit.-Amer. Tobacco	28⅛	28⅛	Silica Gel.	34¼	33½
Celanese	23	24¾	Stand. Oil of Indiana	57⅜	56⅛
Elec. Bond	112¼	109¼	Swift Int.	32½	32½
Gulf Oil	154	150	Tri-ContCp	18⅜	18
HydroElec.	48¼	48⅜	VacuumOil	92½	93⅛
Int. Pet.	22½	21¾			

BONDS

Libty. Ln., 3½%	100 10/32	100 15/32	Fin., 6% 1945	97½	97½
Do., 4¼%	101 10/32	101 18/32	Fren., 7½% 1941	123	123
Do. (4th), 4¼%	101 27/32	102	Do., 7% '49	118	118
U.K., 5½% 1937	104¾	105	Ger. 7% '49	109	109
Do., 4% 1960-90	89¾	89¾	Greek, 7% 1964	99¾	99¾
Arg., 6% 1959	99½	99½	Hamb'g, 6% 1946	97	97
Aust., 5% 1957	91⅜	91½	Hungary, 7½%, '44	103¾	103½
A'tria, 7% 1945	106⅞	107¼	Ital., 7% 1951	100⅛	100⅜
Belg., 6% 1955	102½	102½	Jap., 6½% 1954	103⅜	103⅜
Do., 7% 1955	113	112⅜	Nord Rly., 6½% '50	103¼	103½
Bordeaux, 6% '34	103⅝	103⅝	Norway 6% 1952	102¼	102¼
Brazil, 7½ 1952	104½	104½	P.L.M., 6% 1958	102½	102¾
Bulg., 7 '67	84	84	Do., 7% 1958	105	105
Canada, 5% 1931	100⅝	100⅝	Poland, 7% 1947	87¼	87⅜
Chile, 7 '42	102⅜	102⅜	Do., 8% 1950	97	97⅛
Do., 6 '60	93	93	Rio do Sul, 8% '46	102¼	102
Czech., 8% 1951	110¼	110	San P., 8% 1950	100¾	100½
Denm'k 6% 1942	105⅛	105	Seine, 7% 1942	108⅝	108¾
Dutch E.I., 6% '62	102	102	Swed. 5½% 1954	104½	104½
Do., 5½% 1953	101¾	101¾	Tokio City, 5½% '61	93	93¼
Est. Rly., 7% '54	106	105¾			

The following quotations are supplied by Reuter:—

	Mar. 31	Mar. 29
Atchison, Pref.	105	105
Lehigh Valley	83¼	83½
Missouri, Kansas and Texas	64¼	64⅝
New York, Ontario and Western	16⅜	16⅜
Reading, 1st Pref'd.	47	47
Texas and Pacific	126	128½
National Lead	170	171

* Ex dividend. † Ex rights. ‡ New stock.

Call money was less freely offered, and ruled at 4 per cent. throughout the session. Commercial paper remained at 3½ to 4¼ per cent. for prime names.

Open market discount rates were quoted at 2½ per cent. for 90-day bank bills, and 3 to 2½ per cent. for six months bills.

Sterling exchange showed further easiness, cable transfers being 1-16c. lower at 4.86⅛.

Silver rallied ⅛c. to 42c. for foreign bullion.

The sale of a Stock Exchange seat is announced at $425,000, comparing with the last sale reported on March 18 at $415,000.

Stockholders of the Goodyear Tyre and Rubber Company have voted in approval of the proposal to increase the Common stock from 1,450,000 to 5,000,000 "no-par" shares.

The Alleghany Corporation stockholders have approved the increase in $100 par Preferred stock from 1,000,000 to 1,500,000, and in the "no-par" Common stock from 7,500,000 to 8,500,000 shares.

AMERICAN PRODUCE MARKETS

NEW YORK, March 31.—WHEAT.—The cash market closed easy at 1¼c. to 2¼c. decline. No. 2 red winter, 125¼c. No. 2 amber durum, unquoted; No. 2 hard winter, 111¼c.; No. 2 Manitoba, 117¾c. MAIZE steady, ⅛c. higher. No. 2 mixed, 93¼c., f.o.b. New York. OATS steady and unchanged. White clipped, 51¼c., f.o.b. New York. RYE barely steady, ⅛c. lower. No. 2 Western, 73¼c., f.o.b. New York. BARLEY nominal. No. 2 malting unquoted.

The visible supply of wheat is 2,427,000 bushels smaller on the week at 172,672,000 bushels, which compares with 145,185,000 bushels last year; that of maize is 964,000 bushels smaller at 23,533,000 bushels, against 34,150,000 bushels; and that of oats is 525,000 bushels smaller on the week at 18,829,000 bushels, compared with 13,124,000 bushels a year ago.

FLOUR was steady, Spring clears and Kansas straights 5c. higher at $5.75 and $5.70 respectively. Minneapolis patents and bakers' clears unchanged at $6 and $5.20. Rye flour quoted $5.20 to $5.50.

LARD was steady and unchanged. Prime Western steam, $10.75; Middle West, spot, $10.60.

COFFEE.—Rio futures closed steady, unchanged to 2 points lower. Sales were estimated at 24,000 bags. Closing prices:—May, 8.45; July, 8.11; Sept., 7.87; Dec., 7.69; Jan., 7.64; March, 7.52. Santos No 4 futures closed steady at 5 to 12 points advance. Sales, 16,000 bags. Closing prices:—May, 12.87; July, 12.38; Sept., 11.92; Dec., 11.52; Jan., 11.40; March, 11.27. Cash coffee steady. Rio, No. 7, 10c. to 10¼c.; Santos, No. 4, 14¼c. to 14⅞c.

COCOA futures closed firm and 7 to 9 points higher. Sales, 12,000 bags. Closing prices:—April, 8.63c.; May, 8.83c.; July, 9.10c.; Sept., 9.38c.; Dec., 9.33c.; Jan., 9.41c.

SUGAR.—Raw futures closed steady, 1 point higher to unchanged. Sales, 45,000 tons. Closing prices:—May, 1.79c.; July, 1.82c.; Sept., 1.88c.; Dec., 1.95c.; Jan., 1.96c.; March, 2.00c. No. 2 contract, duty free, July, 3.69c.; Sept., 3.78c.; Dec., 3.86c.

Cuban centrifugal sugar, 96 degrees, spot, was nominally unchanged. Sales comprised 68,000 bags of Porto Rico, prompt shipment, at 3.64c. per lb., c.i.f.

COTTON on the spot closed 35 points higher at 16.45c. The futures market at the opening advanced 5 to 13 points under increased buying partly for foreign account. Slight declines afterwards, due to realizing, were followed by further advances, shorts finding difficulty in covering commitments owing to a scarcity of offerings. The rise was continued to the close, which was firm at net gains ranging from 55 to 18 points. New Orleans spot middling advanced 38 points to 15.91c., and the futures market closed steady at 38 to 15 points above previous final values.

New York Futures	Closing Range To-day		Prev. day	
April	16.13	16.13	15.78	15.78
May	16.23	16.23	15.90	15.88
June	16.24	16.24	15.89	15.89
July	16.27	16.25	15.94	15.91
August	16.15	16.15	15.78	15.78
September	16.20	16.20	15.65	15.65
October	15.77	15.75	15.56	15.53
November	15.81	15.81	15.59	15.59
December	15.88	15.88	15.66	15.65
January	15.95	15.95	15.75	15.75
	New Contract			
October	15.53	15.50	15.35	15.32
November	15.55	15.55	15.37	15.37
December	15.61	15.61	15.42	15.42
January	15.70	15.69	15.51	15.51

	To-day	Week	Season	Last season
Receipts at ports	17,000	31,000	7,803,000	8,788,000
Exports Gt. Brit.	4,000	11,000	1,149,000	1,650,000
Exports Cont., &c.	20,000	28,000	4,740,000	5,192,000

COPPER closed steady and unchanged. Electrolytic domestic, spot, and export, spot and April delivery, 18c. per lb. National Metal Exchange closing prices were:—May, 17.40, offered; July, 17.25, offered; Sept., 16.50. Sales, nil. TIN steady. Straits metal, spot, ¼c. up at 37¾c.; and April delivery ⅛c. higher at 38c. per lb. National Metal Exchange closing prices were:—May, 37.60; July, 37.85; Sept., 38.15. Sales, 16 lots. SPELTER steady and unaltered. East St. Louis, spot and April delivery, 4.85c. per lb. LEAD.—Spot unchanged at 5.75c. per lb. PIG IRON steady, No. 2 foundry again quoted $19.50 per ton, on Eastern Pennsylvania markets.

RUBBER.—Smoked sheet sellers were ⅛c. lower. Spot and April, 15¾c.; April-May, 15¾c. per lb. First latex crêpe sellers ⅛c. lower. Spot and April, 16¼c.; April-May, 16¼c. per lb. New York Rubber Exchange closing prices were unchanged to 20 points down. April, 15.50c.; May, 15.70c.; July, 16.20c.; Sept., 16.60c.; Dec., 17.20c. Sales 151 contracts.

COTTON OIL closed steady. Refined futures 2 to 3 points up. Closing prices:—Crude, spot, 7.25c. bid; yellow, spot, 8.55c. bid. Futures:—May, 8.80c.; July, 9.07c.; Sept., 9.27c.; Nov., 9.09c.

TALLOW was steady. Extra, loose, 6¼c.; in tierces, 7c. per lb., f.o.b. New York.

PETROLEUM.—Pennsylvania crude, standard grades, were unchanged at $2.70 to $2.80 per barrel.

TURPENTINE was firmer at 56c. to 57c.

JACKSONVILLE, March 31.—TURPENTINE was firm and ⅛c. higher at 51c. bid.

SAVANNAH, March 31.—TURPENTINE was firm at 51c. bid. ROSIN.—Grade F, $7.00; grade K, $7.35; grade WW, $8.00.

DULUTH, March 31.—LINSEED futures closed easy and 2¼c. to 3c. lower. May, 290c.; July, 289¼c.

KANSAS CITY, March 31.—WHEAT futures closed easy, 1⅛c. to 1¼c. lower. May, 100¼c.; July, 99¼c.

MINNEAPOLIS, March 31.—WHEAT futures closed easy, 1⅛c. to 1¼c. lower. May, 107¼c.; July, 107⅛c.

TOLEDO, March 31.—CLOVERSEED futures closed steady and unchanged. Cash, 11.50; Oct., 12.00.

WINNIPEG, March 31.—WHEAT opened easy at ⅛c. decline in sympathy with Liverpool advices, support being restricted by favourable weather and the lack of export interest, while bears were encouraged by reports of further Russian offerings. A slight rally later, due to a small interior movement, was followed by a renewal of selling pressure owing to the poorness of the cash demand, and the close was easy at a loss of 2⅛c. to 1⅞c. May, 108c.; July, 110¼c.; Oct., 111¼c. OATS closed barely steady, 1⅛c. to ⅛c. lower. May, 51¼c.; July, 51¼c.; Oct., 48⅛c. BARLEY futures easy at a fall of 1⅛c. May, 47¼c.; July, 49¼c.

The visible supply of wheat in Canada shows an increase of 229,000 bushels on the week at 75,266,000 bushels, which compares with 88,828,000 bushels last year, while the visible supply of oats is 193,000 bushels smaller on the week at 6,814,000 bushels, compared with 9,116,000 bushels a year ago.

LINSEED futures closed easy at 3¼c. to 3¾c. decline. May, 248c.; July, 248c.

CHICAGO, March 31.—WHEAT opened easy at ⅛c. decline under the influence of lower Liverpool advices, reports of further Russian offerings, improved crop news from Kansas, and forecasts of rain or snow in the South-West. The market was steadied temporarily by a reduction in the visible supply and the smaller quantities afloat, but further selling resulted later from a lack of export interest and expectations of the publication of bearish private estimates of the winter wheat crop. The close was easy at a fall of 2⅛c. to 1⅞c. March, 106⅛c.; May, 109⅛c.; July, 107⅞c.; Sept., 109⅛c.

MAIZE closed steady at a rise of 1⅜c. to ⅛c. March, 83⅛c.; May, 84⅛c.; July, 86⅛c.; Sept., 86⅛c. OATS closed steady at ⅛c. advance to ⅛c. decline. March, 43⅛c.; May, 44c.; July, 43⅜c.; Sept., 42⅛c. RYE.—No. 2 cash nominal. Futures barely steady at ⅛c. to 1c. decline. March, 80⅛c.; May, 63⅛c.; July, 68⅛c.; Sept., 72⅛c.

PROVISIONS closed steady with lard 5 to 2½ points and pork 7½ to 10 points lower. Closing prices:—Lard.—May, 10.20; July, 10.45; Sept., 10.65. Pork (drysalted clear bellies).—May, 13.05; July, 13.10.

BACON was barely steady at 12½ points decline. HOGS easy, light 15 to 20 points and heavy sorts 15 to 25 points lower. Receipts at 15 principal Western centres, including Chicago, since March 1 total 2,215,000, against 2,204,000 for a similar period last year.

	Bacon, fat backs, 12-14lb.	Hogs Light	Hogs Heavy
To-day	11.00	9.50 to 10.50	9.20 to 9.75
Previous day	11.12½	9.65 to 10.70	9.35 to 10.00
Last year	12.50	11.00 to 11.85	11.40 to 11.75
Receipts—		Western	Chicago
To-day		134,000	55,000
Previous day		40,000	8,000
Last year		87,000	32,000

ARGENTINE GRAIN OPTIONS

BUENOS AIRES, March 31.—WHEAT closed easy and 20c. to 15c. lower. MAIZE was easy at 15c. loss. OATS were quiet and 5c. lower. LINSEED closed barely steady at 15c. to 20c. decline.

Futures	To-day	Prev. close
Buenos Aires:—		
Wheat, May delivery	9.75	9.95
,, June delivery	9.90	10.05
Maize, May delivery	6.25	6.40
,, June delivery	6.15	6.30
Oats, May delivery	4.75	4.80
Linseed, May delivery	19.75	19.90
,, June delivery	19.95	20.15
,, July delivery	20.10	20.30
Rosario:—		
Wheat, No. 2, May delivery	9.80	9.95
Maize, May delivery	6.15	6.30
Linseed, May delivery	19.75	19.80

(Prices in pesos currency per 100 kilos, delivery Buenos Aires.) (1 peso = about 1s. 7d.)

YEAR'S REVENUE AND EXPENDITURE

I.—AN ACCOUNT OF THE TOTAL REVENUE OF THE UNITED KINGDOM, in the undermentioned periods of the Year ended 31st March, 1930, as compared with the corresponding periods of the preceding year.

	Quarter from January 1 to March 31, 1930, compared with the corresponding quarter of the preceding year.				Year ended March 31, 1930, compared with the preceding year.			
	Quarter ended March 31, 1930	Quarter ended March 31, 1929	Increase	Decrease	Year ended March 31, 1930	Year ended March 31, 1929	Increase	Decrease
Ordinary Revenue	£	£	£	£	£	£	£	£
Inland Revenue—								
Income-tax	162,086,000	162,207,000	—	121,000	237,426,000	237,620,000	—	194,000
Surtax, including arrears of Super-tax	41,270,000	41,010,000	260,000	—	56,390,000	56,150,000	240,000	—
Estate, &c., duties	21,070,000	20,210,000	860,000	—	79,770,000	80,570,000	—	800,000
Stamps	8,390,000	9,600,000	—	1,210,000	25,670,000	30,060,000	—	4,390,000
Excess profits duty and Corporation Profits tax	2,240,000	1,120,000	1,120,000	—	2,250,000	1,700,000	550,000	—
Land tax and mineral rights duty, &c.	690,000	670,000	20,000	—	880,000	840,000	40,000	—
Total Inland Revenue	£235,746,000	£234,817,000	£2,260,000	£1,331,000	£402,386,000	£406,940,000	£830,000	£5,384,000
Customs and Excise—								
Customs	29,101,000	28,568,000	533,000	—	119,888,000	118,972,000	916,000	—
Excise	29,100,000	30,265,000	—	1,165,000	127,500,000	134,000,000	—	6,500,000
Total Customs and Excise	58,201,000	58,833,000	533,000	1,165,000	247,388,000	252,972,000	916,000	6,500,000
Motor Vehicle duties (Exchequer share)	3,159,644	2,663,000	496,644	—	4,920,486	4,226,067	694,401	—
Post Office (net receipt)	650,000	900,000	—	250,000	9,200,000	8,100,000	1,100,000	—
Crown Lands	280,000	290,000	—	10,000	1,220,000	1,210,000	80,000	—
Receipts from Sundry Loans	9,185,503	7,818,424	1,367,079	—	32,639,596	28,110,697	4,528,899	—
Miscellaneous: Ordinary Receipts	2,084,109	1,464,770	619,339	—	10,432,854	13,142,946	—	2,710,092
Do., Special Receipts	6,408,317	14,751,399	—	343,082	25,931,830	43,402,345	—	17,470,515
Total Ordinary Revenue	315,714,573	321,543,593	5,270,062 / 5,899,082		734,188,748	758,104,055	8,149,300	32,064,607
			£629,020 Net Decrease				£23,915,307 Net Decrease	
Self-balancing Revenue								
Post Office	58,900,000	57,200,000	1,700,000	—	16,550,000	16,200,000	350,000	—
Motor vehicle duties apportioned to Road Fund	21,881,532	21,130,933	750,599	—	13,634,356	13,068,000	566,356	—
Total Self-balancing Revenue	80,781,532	78,330,933	2,450,599	—	30,184,356	29,268,000	916,356	—
Total	814,970,280	836,434,988	10,595,899	32,064,607	345,898,929	350,811,593	6,186,418	11,099,082
			£21,464,708 Net Decrease				£4,912,664 Net Decrease.	

II.—AN ACCOUNT showing the RECEIPTS into and ISSUES out of the EXCHEQUER in the Year ending March 31, 1930, as compared with the preceding year.

RECEIPTS	Year ending March 31, 1930	Year ending March 31, 1929
	£	£
Ordinary Revenue, as shown in Account I.	734,188,748	758,104,055
Self-Balancing Revenue as shown in Account I.	80,781,532	78,330,933
Total Revenue	814,970,280	836,434,988
Temporary Advances Repaid—		
Interest on Exchequer Bonds under the Capital Expen

COMPANY MEETINGS

ASSOCIATED PORTLAND CEMENT MANUFACTURERS, LIMITED

CONTINUED PROGRESS

A FIVE YEARS' TASK ACCOMPLISHED

CURRENT YEAR OPENS WELL

INDUSTRIAL CONDITIONS

NEED FOR REFORM FROM WITHIN

MR. P. MALCOLM STEWART'S REVIEW

The THIRTY-FIRST ANNUAL GENERAL MEETING of the Associated Portland Cement Manufacturers, Limited, was held yesterday at River Plate House, Finsbury-circus, London, E.C.

Mr. P. MALCOLM STEWART, chairman and one of the managing directors, presided.

The SECRETARY (Mr. J. A. White) having read the notice convening the meeting, and the report of the auditors having been read by Mr. H. C. HOWARD, representing Messrs. Crewdson, Youatt, and Howard, the auditors,

The CHAIRMAN said:—Ladies and gentlemen,—I presume it is your wish to take the report and accounts as read. If you will turn to the balance-sheet you will notice that the issued Five-and-a-Half per Cent. Cumulative Preference shares at £2,319,720 show an increase of £35,000 subscribed for in connexion with the purchase of an allied business jointly acquired by this company and the British Portland Cement Manufacturers, Limited. The issued Ordinary share capital at £5,000,000 remains unchanged. The three Debenture stocks have been reduced on normal lines through the operation of their respective sinking funds by the aggregate sum of £104,180. Last year for the first time the total stock purchased and cancelled passed the £100,000 mark. Sundry creditors and credit balances in respect of subsidiary companies amount to £134,334. They are shown separately so as to comply with the Companies Act, 1929. Other sundry creditors and credit balances, including taxation and other reserves, amount to £465,469, making a total of £599,804, which is £111,312 more than in the previous year. This is mainly accounted for by the inclusion of sundry creditors, which previously figured only in subsidiary companies' accounts.

On the credit side of the balance-sheet you will see that the additions to the fixed assets account during the year amount to £239,962, but as we have written off £372,405 in respect of depreciation and by the transfer of the Debenture stock sinking funds, this account now stands at £6,019,854, a reduction of £132,443. It is gratifying that, despite the additions made during the year, the net figure should show this reduction.

Investments in the shares of and loans to subsidiary companies are shown separately for the first time, and they amount at cost or under to £1,785,195. Investments and other securities at cost or under stand at £730,370, which figure includes the investment in an allied company which is jointly controlled. The aggregate amount of our investments at £2,515,565 shows an increase of £37,226, which is represented by investments in subsidiary companies. Stocks in trade are up by £55,973, and sundry debtors and debit balances by £39,732, these increases being respectively accounted for by increased production and sales. Cash in hand at bankers and on deposit shows an increase of £43,497 as compared with the previous year.

INCREASED TRADING BALANCE

Turning to the profit and loss account, you will see that the balance of profit on the trading account at £575,484 is more by £7,468 than last year's figure. This increase, however, is largely set off by the reduction in receipts from interests and dividends, which at £358,836 show a decrease of £6,421. The total revenue for the year at £935,115 shows a small increase of £536. We are able, after providing for Debenture stock interest and sinking funds, the dividend on the Five-and-a-Half per Cent. Preference shares, and after making the same allocation to depreciation reserves as last year, to recommend again the payment of a dividend of 8 per cent. on the Ordinary share capital.

The results obtained are due to the progressive reductions effected in the cost of manufacture and to the satisfactory turnover for the year, despite the serious setback sustained during the first three months, when building operations were almost brought to a standstill by severe weather.

CONDITIONS DURING THE YEAR

The past year will long be remembered for the depressed conditions experienced in important industries, the collapse of the boom in speculation, and the severe financial losses suffered. For some it will stand out as a black year. Every avenue is being explored for an explanation of the wide extent of unemployment and the unsatisfactory state of our basic industries. Whatever the merit or outcome of the solutions recently offered it is a good thing that many have been shaken out of a state of apathy and compelled to give a closer consideration to the fundamental causes of our industrial depression. Further, we have been helped to visualize the wide interests and responsibilities which we possess as citizens of a great nation and of an Empire offering unrivalled opportunity for commercial expansion. Nevertheless, it would be a fatal mistake to assume that any changes in our economic system can of themselves bring back prosperity. This cannot be achieved without we become less insular in our conceptions and more adaptable to the requirements of post-War conditions, less self-satisfied with past performance and better prepared to face the future with keener mental alertness and renewed energy and enterprise.

THE BANKS AND INDUSTRY

The chairmen of the big banks rightly explain it is not their business to provide industry with permanent capital; they do not like frozen credits. There is no need for apprehension; there are ample financial resources and enough enterprise available in the City of London to help industries, ready for reconstruction on sound lines, whose management has not shown lack of vision with regard to policy or lack of understanding with regard to labour problems.

Recent references to the relations between the banks and industry give the impression that the banks have been backward in helping industry. Surely this is far from being the case! Have not some of the banks been too generous in lending to plausible borrowers with little practical knowledge or experience, who, under the guise of helping industry, ply the trade of manufacturing share values on the Stock Exchange. (Hear, hear.) The operations of such borrowers are often aided by the astounding optimism of a section of the Press proclaimed to the accompaniment of personal paragraphs so flattering to vanity. Some journalists have shown an extraordinary aptitude for puffing new ventures and but little inclination for making intelligent inquiry or investigation on which to base a sound judgment for the benefit of their readers. We have passed through a period of boom flotations when almost anything could be pushed on to the gullible public. What a wonderful opportunity for the Press to have rendered service to its readers by sound common-sense advice, but how little it was availed of. It is not only the subscribing public that suffer, but also the industries concerned.

We are constantly being asked to interest ourselves in new processes and inventions. They sometimes look good on paper, but when tested by men of common sense and practical experience it is nearly always found impracticable to establish them successfully. Such propositions, however, often offer a ready opportunity for a rake off by the company promoter before their inglorious career ends in liquidation and extinction. How few inventions become commercially successful.

PRACTICAL EXPERIENCE NEEDED

The salvation of industry will not come through its being run by the Government, banking institutions, or accountants; each of these may become an invaluable ally when rightly employed. Supreme control should be in the hands of those with practical experience and a record of successful management. Experience is one of the few things which cannot be found ready-made. A good qualification for managing a big undertaking is to have made a success of a smaller one, and perhaps one of the greatest aids to expending wisely shareholders' money is to have had to expend money with the sure knowledge that failure touched one's own pocket. This experience automatically gives the feeling that it is one's own being ventured. Where industry needs reformation it must be reformed from within.

I do not believe any industry lacks men with the brains to reorganize. There are too many people pulling the strings of industry who have never been through the mill and gained a practical and technical experience. Those with practical experience should have a chance to work their way through. Do not call in a tinker to do a tailor's job or expect men eminent in the professions or clever theorists whose advice may be essential on particular issues, but who have not the experience or instincts of a manufacturer, to be best qualified to undertake the reorganization of industry.

BOARD'S RECONSTRUCTION PROGRAMME COMPLETED

The past year, the fifth since the reorganization of the board and management, is an important one in the history of the company, because it marks the completion of the programme of reconstruction outlined when I first addressed you in 1925.

Before surveying the progress made during the period, may I again refresh your memory as to the programme itself and the policy on which it was based; for this purpose I will quote from my speech of that year. After reviewing the history of the company since its inception, pointing out the disabilities from which it suffered owing to over-capitalization, I said:—

"What is the remedy? It appears to me there are two main methods of tackling such a problem. One is by the reduction of capital with corresponding depreciation of fixed assets; the other is by improving the value of the assets so that they more truly represent the figure at which they stand in the balance-sheet. In our case I should like to see both these methods employed, but, frankly, under the present circumstances I consider there is no justification for writing down the capital.

"The policy advocated and adopted by the board is that we should improve the earning capacity of our assets by modernizing our two largest works—Bevans and Swanscombe. I do not mean patching them up; I mean reconstructing them so as to give an efficiency as good as any to-day to none in the country."

That was the policy and programme promised. Let us now see how it has been fulfilled by our works control, by our selling organization and what is the relative financial position of the company to-day as represented by the figures in the balance-sheet in comparison with those of six years ago.

BEVAN, SWANSCOMBE AND CROWN WORKS

At the Bevan works, which had been closed since 1921, 12 rotary kilns with a capacity of 250,000 tons per annum have been scrapped and an entirely new works constructed with four kilns having a capacity of 500,000 tons per annum. In addition, we have constructed a deep-water jetty which enables us to load direct cargoes for all parts of the world.

At Swanscombe we have replaced the original 16 rotary kilns by three modern kilns with a capacity of 400,000 tons per annum; further, the whole of the grinding and packing plants have been concentrated and modernized and electrically operated excavators and up-to-date washing plant installed to handle the raw materials both there and at Bevans. In addition the output of the Kent works, purchased in 1922, has been increased by 50 per cent.

At the Crown works, to avail of the best shipping facilities on the River Medway the old plant has been scrapped and a modern rotary kiln has been installed. We have scrapped multiple steam and other power units by the installation of electrical power at our Thames, Medway, and inland works.

PRESENT PRODUCTIVE CAPACITY

Your company to-day has a productive capacity of a million and a half tons per annum from efficient rotary kiln plants, which is fully 250,000 tons more than that aimed at in our original programme. (Hear, hear.)

I do not want you to go away with the impression that we have merely modernized our kilns. Every stage in the process of manufacture has been tackled, and the complete plants brought up to date and to a state of efficiency second to none with the help of our research department and the adoption of our own technical methods, which are kept up to date by first-hand information from all parts of the world. At the same time that this heavy reconstruction work has been in progress we have improved our quality to a point that to-day Blue Circle products are a recognized standard. Our thanks are due to Mr. A. C. Davis, the managing director in charge of our works control, and to our engineering, technical, and executive staffs for so successfully carrying through this programme. (Hear, hear.)

THE SALES SIDE

We will now see what has been accomplished on the sales side of the business, and it must be remembered it is more difficult to sell cement than to manufacture it. Since 1924 we have increased our sales in every department and much enlarged the facilities for the prompt service of our customers. The hard task of maintaining an adequate margin of profit will be at once realized when I tell you that our group net selling price in all markets is 25 per cent. lower than five years ago. Because the raw materials can often be cheaply won it is wrongly assumed that the task of manufacturing and establishing a new brand of cement is a simple one. Few realize the slow rate of turnover of capital and other vital economic factors. I doubt if a single cement company established in this country within the last 10 years has fulfilled the promises made in its prospectus. However, our sales organization has increased the tonnage of Blue Circle Cement sold, which to-day exceeds the aggregate tonnage of cement sold by all our competitors. (Cheers.) A valuable goodwill and prestige has been established for all Blue Circle products.

FERROCRETE

An outstanding sales feature is our successful marketing of Ferrocrete, the rapid-hardening cement. Ferrocrete has revolutionized concrete construction by the saving of time which it affords to users. We have, of course, had our imitators—this is the inevitable price of success—but Ferrocrete has easily maintained its supremacy. It is no longer a novelty but a necessity, as is proven by our rapidly increasing sales. Despite the keenness of foreign competition, aided by low wages, tariffs, favourable exchange rates, and sometimes by subsidies, we have expanded our export trade to a remarkable degree. Last year we exported close on 800,000 tons, an increase of 45 per cent. over the quantity shipped abroad in 1924.

This has been accomplished by improved overseas sales service. We have appointed representatives who reside abroad and study on the spot the requirements of our overseas customers. The sun never sets on the cement shipped from our works on the Thames to every part of the world. These results could not have been obtained had we not by our works reconstruction put ourselves in a position to compete by taking low prices. Our increased trade has absorbed to a considerable degree the reduction in the number of employees due to rationalization.

THE HOME DEMAND

The home demand for Portland cement has grown, stimulated by our intensive campaign of advertising and propaganda, supervised by General Critchley, for educating potential consumers as to the manifold uses of cement, but it must be remembered if the picture is to be seen in the right light that we have throughout the period laboured under an adverse condition common to the majority of industries in this little island. I refer to over-production, the nightmare of the manufacturer. It has been our constant evil companion through these years of effort. The productive capacity of the United Kingdom has increased at a higher rate than the growth of the consumption. We have had to contend with over-production and consequently low prices. You will, I am sure, agree that the results obtained reflect the greatest credit on Mr. Harold Anderson, our managing director in charge of our sales organization, who is ably assisted by Mr. Chapman in the export and by Mr. Charleton in the home market and by an indefatigable staff and representatives. (Cheers.)

SOME ILLUMINATING FIGURES

I have outlined the nature of the improvements and extensions made at the works and of the expansion of sales in all markets. We will now see how the fulfilment of our programme has affected the financial structure of the company as set out in the balance-sheet. Since the beginning of 1924 we have spent over £1,600,000 on reconstruction and new plant, yet to-day our fixed assets at £6,020,000 stand in our books at £566,000 less than in 1924. (Cheers.) During the period the Preference share capital has been increased by £35,000 and the Ordinary share capital by £242,785 issued in 1927 and further by £500,000 issued in 1928, bringing up the total of the Ordinary shares issued to £5,000,000.

We have increased the total share capital by £777,785, but we have during the period under review reduced the amount outstanding in Debenture stocks, Debentures, and mortgages by no less than £777,182. The extinction of prior charges is thus within a few hundred pounds of the amount of fresh share capital subscribed. To get at the true position it is necessary to compare the surplus assets now available with those available five years ago. To-day our cash in hand at bankers, on deposit, and investments in Government and other liquid securities at cost, less depreciation, stand at over £1,100,000, as compared with £440,000 six years ago, and the net improvement in our liquid assets position is some £375,000.

The investment account is a strong point in a sound balance-sheet. All our investments in subsidiary and allied companies stand at a low valuation. The book value of our holding in British Portland Cement Manufacturers, Limited, Ordinary shares alone is approximately £1,500,000 less than their market value to-day. No one is happier at the results obtained than Mr. Alfred Stevens, who has for many years watched over our finances. (Cheers.)

THE WORK OF THE LAST FEW YEARS

To summarize the position, we have modernized and extended our plants, concentrating production in large units at economic sites, thus materially increasing the intrinsic value of our fixed assets; at the same time we have reduced the figure at which they stand in the balance-sheet. Further, we have strengthened our financial resources.

The net profits available last year for the service of the Preference and Ordinary share dividends were nearly three times as great as in 1924, although in that year £50,000 less was placed to depreciation. Lastly, but by no means of least importance, we have provided for our employees improved conditions. (Hear, hear.)

Whilst we have been steadily steering our good ship through the shoals we have had to ward off a heavy attack directed not only against our trade, but to capture the ship itself. During the fight we kept silent, confident in the ultimate issue. Now we are not only in port, but have refitted. (Cheers.)

RATIONALIZATION

Thus have we rationalized our section of the industry; we set to work to do so before this term had become so hard-worked. What is rationalization? The best simple definition I have seen is that it is the application of common sense to industrial problems. This definition certainly fits our case.

With our group of widespread works and reduced costs of production we are in a far stronger position than ever before to meet competition. During the early part of the period which I have just reviewed the operations of the Cement Makers' Federation enabled prices to be stabilized to a considerable degree. This was followed by a period of severe competition, from which the industry has not fully recovered. Price warfare is demoralizing, and its effects are felt to-day. When I state we are in a strong position to meet competition it must not be inferred that we are looking for trouble; our record furnishes ample evidence that we appreciate the necessity for and the value of constructive work.

The tendency to-day is for rationalization to displace the older methods of cooperation, such as gentlemen's agreements and cartels, which have proved invaluable. Rationalization has already been successfully accomplished as far as our own extensive interests are concerned, and the ideal we hold steadily before us is to obtain the cooperation of others so as to extend it to the cement industry as a whole. Most objectives worthy of attainment take time and patience, but it is always well to have a goal to aim at.

OVERSEAS INVESTMENTS

Just a word with regard to our investments in cement works situated in British Columbia, South Africa, Mexico, and India. They have all done well during the past year, and their prospects are good. We are now engaged in doubling the plant of the Indian works, in which we are jointly interested with the British Portland Cement Manufacturers, Limited.

The year has opened well, favoured by good weather. The demand for Portland cement is above the average for these early months, and there is evidence of much constructional work to be undertaken. Selling prices remain on the low side, but we should obtain from our reconstructed works the advantage of further economies provided these are not offset by increased prices for coal. Consequently, if the demand continues to improve we hope to present to you a satisfactory report when we meet next year.

Before closing, may I again express our thanks to our staff, representatives, and employees at home and overseas for their hard work and loyal cooperation, which have been invaluable. I am sure that our shareholders will heartily support this. (Cheers.)

The Chairman concluded by moving the adoption of the report and accounts and the approval of the dividends paid and recommended to be paid, including a dividend of 8 per cent. on the Ordinary shares.

TRIBUTE TO THE CHAIRMAN

Sir PHILIP A. M. NASH, K.C.M.G., C.B. (the vice-chairman), said:—Ladies and gentlemen,—before formally seconding this resolution I would like to make one or two remarks without which I think this occasion would not be complete. Our chairman, in a very interesting speech, devoted much of it to reviewing what we may call a five years' period of reconstruction, and he has, I am sure with our full approval, paid tribute to the able management and the able staff which have assisted in this reconstruction. As vice-chairman I have been closely associated with the management throughout this period, and I would like, and I am sure I shall have the approval of the management and staff in doing so, to pay a proper tribute to the work of the chairman himself. (Hear, hear.) Mr. Stewart has brought to us not only a wide experience of affairs generally, but he has brought to our counsels a long and unique experience of the cement industry. I hope that now that the period of reconstruction is over we may look forward to many years of his association with this company to show us the same powers of leadership and the same wide experience and good counsel that we have had during this vital period to this company. (Hear, hear.) I now beg formally to second the motion before the meeting. (Cheers.)

The resolution was carried unanimously.

The retiring directors, Mr. W. J. Firth and Mr. P. J. Pybus, C.B.E., M.P., were unanimously re-elected, and the auditors, Messrs. Crewdson, Youatt, and Howard, were unanimously reappointed.

Mr. R. B. PEARSON, in proposing a vote of thanks to the chairman, managing directors, and other members of the board, and all associated with the company, said that his task in doing this was rendered very much easier by reason of the admirable address they had just listened to from the chairman. (Hear, hear.) He expressed the hope that the widest publicity would be given to the admirable phrases Mr. Stewart had used in regard to the sound policy required to be observed by all those interested in industry.

Mr. E. G. RIDPATH seconded the motion, and it was unanimously accorded.

A brief acknowledgment by the CHAIRMAN concluded the proceedings.

OIL AND MINING NEWS

VENEZUELAN CONSOLIDATED.—The production for the week ended March 29 was 2,555 barrels (365 tons). This production is from the company's Fyzabad property only.

ANGLO-EGYPTIAN.—The production for the week ended March 28 was 5,045 tons (previous week 5,187 tons).

PETROLEUM OPTIONS (1925).—The production for week ended March 28 was 7,228 barrels; production from which the company receives royalties, 1,383 barrels.

BARTSIAN CONTROLLED.—The production for the week ended March 26 at Venezuela was 38,859 barrels and at Trinidad 13,200 barrels.

RHODESIAN SELECTION TRUST.—Cablegram:—Baluba borehole No. 12, situated approximately 2,000ft. west of borehole No. 11, was stopped at a depth of 959.72ft. without encountering ore of commercial value.

SOUTHERN RHODESIA BASE METALS CORPORATION.—Alaska Mine.—Cablegram:—New main shaft cut No. 4 orebody on hanging wall side at 2390ft. South-west side of shaft showing good ore. From north-east side of shaft have driven 20ft. along hanging wall of orebody. Width exposed in drive 6ft. (full width unknown) of sulphide ore assaying as follows:—At shaft, 5.5 per cent. copper; at 5ft. from shaft, 6.7 per cent. copper; at 10ft., 7.0 per cent. copper; at 15ft., 7.4 per cent. copper, and at 20ft., 8.3 per cent. copper. Face in excellent ore. In addition to the sulphide values there is about 1.2 per cent. copper in the form of oxide. Official note:—No. 4 orebody where cut on the 850ft. level was low grade. The full width of this orebody cannot be explored until the third level station has been cut and pumps installed.

VICKERS, LIMITED

STRONG FINANCIAL POSITION

REVIEW OF PAST YEAR'S OPERATIONS

SUCCESS OF BARROW AND ELSWICK WORKS

THE SHIPBUILDING AND ARMAMENT INDUSTRIES

NAVAL DISARMAMENT PROPOSALS

ACTIVITIES OF SUBSIDIARY COMPANIES

SIR HERBERT LAWRENCE ON THE OUTLOOK

The SIXTY-THIRD ANNUAL GENERAL MEETING of Vickers, Limited, was held yesterday at the Hotel Victoria, Northumberland-avenue, London, W.C.

General the Hon. Sir HERBERT A. LAWRENCE, G.C.B. (the chairman), presided.

The SECRETARY (Mr. J. Reid Young) having read the notice convening the meeting and the report of the auditors,

The CHAIRMAN said:—Ladies and gentlemen,—We all heard with very great regret of the death ten days ago of Sir Vincent Caillard, who was a very familiar figure for many years at these meetings. He joined the company in October, 1898, and remained on the board until September 1, 1927. During that period he rendered many and valuable services to this company and to the country.

Your directors' report and accounts for the year ended December 31 last are before you. As mentioned therein there are included the trading profits on certain armament and other contracts which, under the terms of the agreement for sale to Vickers-Armstrongs, were retained and completed by your company, and also the profit accrued due on work in progress at December 31, 1927.

I wish it to be appreciated that these profits were earned at the works which are now part of the undertaking of Vickers-Armstrongs and their retention by Vickers has reduced the amount of the profits of Vickers-Armstrongs accordingly.

As previously the distributable profits of Vickers do not include any surplus on the realization of investments, such profits having been used to write down holdings which were in excess of their market value at December 31, 1929, and the balance transferred to capital reserve.

In view of the general depreciation in all types of securities which took place during the closing months of 1929, it is satisfactory to record that every individual quoted investment has been written down to its market value at December 31 without entrenching on the company's reserves. (Hear, hear.)

BALANCE-SHEET

The balance-sheet is, I think, self-explanatory and does not call for any detailed comment. The investment in Vickers-Armstrongs is £93,514 more than last year and will be further increased by the allotment of 450,000 7 per cent. Cumulative "A" Preference shares in respect of the balance of the purchase price.

To the accounts for 1928 there was attached a copy of the balance-sheet of Vickers-Armstrongs, Limited, in order to show the changes made in the balance-sheet of Vickers, Limited, consequent upon the fusion, but it has not been thought necessary to do this again. Similarly, the consolidated balance-sheet has been omitted.

The sale of our interests in W. T. Glover and Co., Limited, which I mentioned at the last meeting, accounts in part for the reduction in our holding in Other Subsidiary Companies, and the loan of £400,000 to Taylor Bros. was taken over from the Metropolitan Carriage Wagon and Finance Company on the fusion of our rolling stock interests with Cammell Laird and Co., Limited.

CASH RESOURCES

Cash and Government securities amount to £5,437,082, compared with £5,415,664—an increase of £21,418. These cash resources are a source of great strength to your company as the fact that we can finance orders on deferred payment terms enables us to secure work which otherwise would not be obtainable.

Included in the profit brought to credit is a sum of £150,000 representing a reserve created for a liability on a contract with the Turkish Government, which has been discharged by Vickers-Armstrongs, Limited. As the payment of the sum mentioned reduced the distributable profits of that company which otherwise would have accrued to Vickers, it has been thought proper to bring the corresponding reserve to the credit of Vickers' profit and loss account. In other words, if Vickers had paid the £150,000 it would have been charged against the reserve which existed and Vickers would have received the £150,000 from Vickers-Armstrongs in the form of dividend.

SHIPBUILDING AND ARMAMENTS

One of the most gratifying features of the operations of the past year has been the success achieved by the Vickers-Armstrongs Works at Barrow and Elswick. The works in the south at Erith and Dartford have also done well.

The total net trading profits for the past year of these works now controlled by Vickers-Armstrongs, before making provision for the loss of the English Steel Corporation, amounted to, approximately, £750,000, a result not unsatisfactory having regard to the present conditions of trade. (Hear, hear.)

The warships delivered by Barrow included a submarine depôt ship, three submarines for the British Navy, and three submarines for the Chilean Navy. In addition, a Fleet Repair ship, completed in 1929, was handed over at the commencement of this year.

SHIPS UNDER CONSTRUCTION

There are at present under construction:—

(1) Seven submarines, a torpedo-boat destroyer, and a flotilla-leader for the British Admiralty.

(2) A submarine depôt ship for the Chilean Navy.

(3) A gunboat for Siam.

The only merchant ship completed during the year was the Orontes for the Orient Line, but orders were received for:—

(1) A turbine passenger steamer for the Isle of Man Steam Packet Company, Limited.

(2) A Diesel cargo ship for the New Zealand Shipping Company, Limited.

(3) A turbine passenger steamer for T. L. Duff and Co., Glasgow.

In January of this year Vickers-Armstrongs also received an order from the Peninsular and Oriental Line for two ships. We are glad to have this opportunity of establishing a business association with such a powerful company as the P. & O., and, although the order was taken at a very competitive price, the construction will find work for an average of 2,500 men at Barrow for two years, in addition to those employed by our associated companies in the supply of material. (Cheers.)

During this month we have also obtained an order for a ship from the Furness-Withy Line—another shipping company with a world-wide reputation—and consequently it has been necessary for us to reopen the naval yard on the Tyne.

The cancellation of the orders for 8in. gun mountings for the Surrey and Northumberland on account of the limitation of armaments, and the approaching completion of a large foreign order for 15in. coast defence mountings, will leave the heavy ordnance department short of work.

An important order for Turkey for 75mm. anti-aircraft equipments, complete with fire control apparatus of the company's patented design, has been received, and work is proceeding steadily on experimental Army equipments which will enable our representatives to offer a complete range of land armaments.

It is intended to concentrate the major part of gun manufacture at the Elswick Works; the whole of the production of tanks and track vehicles is now being carried on in the Elswick shops; and the shell department, hitherto located at Scotswood, is being transferred there and the capacity of the plant increased.

NAVAL DISARMAMENT PROPOSALS

The proposals for naval disarmament, if successful, may naturally have an adverse effect on the trading results of Vickers-Armstrongs should any material reduction in armaments result. The production of armaments is a highly technical business, the plant employed of a very special character, the degree of accuracy required only made possible by the employment of carefully trained workers.

During the Great War the private armament firms not only placed all their resources at the disposal of the Government, but men trained in their shops were loaned to non-armament firms and national factories to supervise production; secret designs which had taken years to prepare were handed over to our Allies; the experience and expenditure of a generation were thrown into the common pool.

If, therefore, a reduction in our Navy, in the size of our fighting ships, in the weight of our armaments is found practicable consistent with the safety of the Empire, even then no Government can afford to destroy the potential reserve of armament production of the private armament manufacturers unless absolutely convinced that every other nation has reduced its production facilities accordingly. (Hear, hear.)

On the other hand, the shareholders in armament firms cannot be expected to maintain that reserve capacity for the benefit of the Empire unless reasonable compensation is paid, nor can such firms train up the skilled workers and staff required unless sufficient work is found for them.

We cannot "turn guns into ploughshares" without scrapping practically the whole of the plant required for the production of guns, and substituting for the workers accustomed to gun-production other men trained from youth in the manufacture of ploughshares. On that aspect of the question I can speak with authority.

ELIMINATION OF REDUNDANT SHIPYARDS

It may not be inappropriate if I refer briefly to the steps which have been taken by British shipbuilders to deal collectively within the industry itself with the problem of the elimination of redundant shipbuilding capacity. In 1929 the output of the British shipyards was over 1,900,000 tons, which was considerably more than the combined tonnage launched in the rest of the world. While the British shipbuilding industry has been gradually improving its work-output position, price levels have been kept unremuneratively low by excess shipbuilding capacity, not only at home but abroad. Few shipbuilding companies have earned profits; in fact, competition has been so keen that many shipbuilders have been glad to take contracts at half charges and no profit to keep their yards occupied.

Under the scheme proposed the National Shipbuilders' Security, Limited, of which practically all the leading shipbuilders are members, will purchase redundant yards, which will be dismantled. If, as anticipated, the result is to place the shipbuilding industry on a sound economic basis, everyone connected with the industry—workmen and employers alike—will benefit, and Vickers-Armstrongs, as one of the largest shipbuilding concerns in the country, together with those in their employ, will share in any improvement which the new scheme may bring about.

STATE-AIDED FOREIGN COMPETITION

Last year I referred to the fact that we are at a considerable disadvantage compared with some of our foreign competitors who can give long-credit terms for naval and other armament work because of the assistance afforded by their respective Governments, and consequently work which otherwise would be available for this company is lost because we cannot run the whole risk unaided.

It is very disheartening that foreign shipbuilding companies are able to obtain this work because of the guarantees given by their Governments, whereas the British Government specifically exclude armaments from the Export Credits scheme.

No reduction in world armaments is obtained by this attitude, but the work is diverted from British to foreign workshops, and British workmen are on unemployment pay while the foreign workers find employment.

It is, however, only fair to state that in refusing to apply the Export Credits scheme to armaments the present Government are adopting the same attitude as that taken up by their predecessors in office.

SUBSIDIARY COMPANIES

With regard to the subsidiary companies, I would particularly mention the Ioco Company—one of our smaller undertakings—which, as the result of reorganization and development, shows for 1929 a net profit of £31,681. I refer to this company as an indication of the possibilities which exist of converting a losing concern into a profitable undertaking if its problems are energetically tackled to secure greater efficiency and reduced costs of production.

Similarly, the Whitehead Torpedo Company—a subsidiary of Vickers-Armstrongs—which at one time gave no return on its capital, has this year yielded a very satisfactory profit. The Metropolitan-Cammell Carriage Wagon and Finance Company has proceeded with the rationalization which was the object of the fusion of the Metropolitan Company with the rolling stock interests of Cammell Laird.

The works of the Leeds Forge Company have been closed and the concentration of control and selling activities has resulted in considerable savings. During the early part of 1929 orders were scarce, but there has been a material improvement during the last few months.

It is to be regretted that the home railway companies still persist in manufacturing the greater proportion of their carriages and wagons, their action hindering the progress of the export trade as prices would be proportionately reduced if a larger volume of work were passing through the shops, and a greater share of foreign orders would thereby be secured.

The German railway equipment industry has been rationalized with benefit both to the railway companies and to the independent manufacturers, and the shareholders in home railways would ultimately gain if the German example were followed in this country.

AVIATION INTERESTS

Regarding our aviation interests, we have been very much in the limelight during the past year. One of our subsidiary companies built the R 100—the largest airship in the world—and we are naturally proud that a Supermarine seaplane again won the Schneider Cup, that the three British competitors' machines in that race were constructed by the Supermarine Company, and that the world's record of 357.7 miles an hour is held by a seaplane built at our works at Southampton.

Our research and development work has latterly been largely directed towards the production of commercial aircraft, and in the Vellore, which last year flew to Australia, and in other new models shortly to be placed on the market, we believe that we have machines as good as, if not better than, any foreign types.

Aviation is a new industry, its possibilities are great, its practicability as a means of transport in territories without railways already proved, and we hope that by maintaining the British standard of safety, reliability and performance, we shall obtain an increasing amount of work in this branch.

Unfortunately, however, the control of many important air lines throughout the world has been allowed to pass into the hands of other nations.

In transport by sea and in railway development Great Britain has been the pioneer, but in air transport there is much leeway to be made before she occupies the same position of pre-eminence.

Last year I dealt at some length with the formation of the English Steel Corporation, Limited, which was incorporated to consolidate the commercial steel interests of Vickers, Vickers-Armstrongs, and Cammell Laird and Co.

The trading results for the first year are disappointing, but I mentioned at the last annual general meeting that the benefit of the reorganization would not materialize immediately and that the full benefits which will accrue would not be apparent for two or three years.

RATIONALIZATION A SLOW PROCESS

I would again remind you that the rationalization of an industry must necessarily be slow; its aim cannot be achieved during the short period of a year, and during the process financial loss must be suffered in the hope of ultimate gain. In the early stages there is a period of destruction during which works must be closed down, old plant dismantled, and new plant and machinery substituted in the works retained for that which is out of date. During this transitional period the fixed charges at the works which are ultimately to be closed have to be met, in some cases compensation has to be paid to the staff whose services are no longer required, and increased expenditure, in connexion with the transfer of stocks and work in progress from one works to another, adds to the production costs.

Nevertheless, the modernization of our plants and of our production methods is essential if we are to regain our position in the markets of the world, and the process of rationalization must be undergone whatever the temporary loss may be.

Every industry, and every firm associated with that industry, has to measure its efficiency, not by any standards of its own, but by the standard set by its international competitors, and, in the steel trade, if the American, German, French or other plants are more economical or more efficient than our own, then, despite the capital loss, we must take the necessary steps to carry out the reorganization required to put ourselves in the forefront of the steel manufacturing nations.

THE FUTURE

As regards the future of your company, it is important that you should realize the position and draw your own conclusions. Vickers, Limited, is now a holding company. The armament business is in the hands of Vickers-Armstrongs, in which company you are far the largest shareholders and which in its turn is the largest shareholder in the English Steel Corporation, makers of heavy and light steel forgings, and other purely commercial steels.

Other interests are represented by your holding in the Metropolitan-Cammell Company, manufacturers of rolling stock of all kinds. You are the sole proprietors of Vickers Aviation and the Supermarine Company, and of certain other smaller businesses such as Ideo, Cooke, Troughton and Simms, and Bobys.

Your interests are varied, but they are predominantly dependent upon armaments and shipbuilding. As regards the former, you know the situation and the world tendency. As regards the latter, 50 per cent. of the berths in this country are vacant.

Thanks to the energy of my colleague who is in charge of Barrow and Newcastle, Barrow is fairly full and the Naval Yard at Newcastle has within the last few days been reopened.

For this year in these works we should make fair profits, but next year will probably be a difficult one. If that be so, you will have to fall back on the profits derived from your other industries—carriage and wagon, aviation, and steel. The prospects for the first two are hopeful, but the competition is severe.

The commercial steel business requires so much reorganization and consolidation that, although it is of great importance to our armament business, you cannot look for immediate results, and a period of careful nursing has to be gone through.

I am not pessimistic as to the future, but I warn you that a difficult period is ahead of us. Your great strength lies in your financial position. That enables you with comparative equanimity to pass through even a prolonged period of bad trade and to be ready on the first sign of revival to make the most of the opportunities which may occur.

WORK OF STAFF AND EMPLOYEES

In conclusion, I should like to pay tribute to the work of the officials, staff and employees of your company and its subsidiaries during the past year. Each and all have worked whole-heartedly for the advancement of your company's interests and for the development of the trade of its associated undertakings.

I beg to move: "That the report of the directors and auditors and balance-sheet of the company for the year ended December 31, 1929, be and are hereby adopted, and that the payment of dividends for 1929 on the Preferred Five per Cent. stock, Five per Cent. Preference shares, and Five per Cent. (tax free) Cumulative Preference shares, and Eight per Cent. (less tax) on the Ordinary share capital be and is hereby confirmed." (Cheers.)

Mr. DOUGLAS VICKERS seconded the resolution, and it was carried unanimously.

The CHAIRMAN next moved the re-election of the retiring directors, Commander C. W. Craven, O.B.E., R.N., General Sir Noel Birch, G.B.E., K.C.B., K.C.M.G., and Mr. G. G. Sim, C.S.I., C.I.E. (deputy chairman).

This resolution was seconded by Sir A. TREVOR DAWSON, Bt., R.N., and unanimously approved.

On the motion of Colonel G. E. BRANSON, seconded by Mr. TOM HORTON, Messrs. Peat, Marwick, Mitchell and Co., and Messrs. Deloitte, Plender, Griffiths and Co., were reappointed auditors.

Mr. VINCENT C. VICKERS proposed a cordial vote of thanks to the chairman, which was carried amid applause, a brief acknowledgment by the CHAIRMAN concluding the proceedings.

At an EXTRAORDINARY GENERAL MEETING which followed, a resolution was unanimously passed, on the motion of the CHAIRMAN, seconded by Mr. G. G. SIM, C.S.I., C.I.E. (deputy chairman), adopting new articles of association.

JONES AND HIGGINS, LTD.

ANOTHER SUCCESSFUL YEAR'S TRADING

The THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of Jones and Higgins, Limited, was held yesterday at the company's premises, Rye-lane, Peckham.

Mr. CHARLES H. HIGGINS (chairman of the company) presided.

The CHAIRMAN said:—After reading many of the recent speeches of chairmen at annual meetings of companies in almost every class of business, we cannot but agree that trading in this country, and in fact all parts of the world, has been difficult during the last year. Prices of so many commodities and the spending power of the general public have undoubtedly fallen; therefore, to have achieved a result such as we place before you, the rate of profit or the number of transactions must have been considerably increased. In our case, I am happy to say that our usual low percentage of profit has been maintained, and that we have increased the number of transactions by over 86,000. This result in a very great measure is due to the very hearty cooperation of our staff, to whom we are greatly indebted.

LARGE HIDDEN RESERVE

With regard to the balance-sheet, the general reserve stands at £47,465, to which we propose to allocate £2,000 this year. A comment on this apparently small figure has been made more than once, and in reply I must point out that at the flotation of this company in 1896, the freeholds and leaseholds were valued at £122,566. To-day our freehold property stands in our books at £239,477, an increase of £116,911. This increase represents the purchase of the freehold ground-rents of the original leaseholds and the many structural additions made to our premises since that year, all of which are at cost price. Were a valuation made to-day, we should find that we have here a very large hidden reserve.

New shop fronts, fixtures, fittings, &c., stand at practically the same figure. We have made many additions during the year, which have been more than wiped out by the provision for depreciation. The investments stand at the same figure, which in spite of the general fall in the prices of gilt-edged securities is considerably below to-day's market prices.

With an increase of £7,000 in the profits your directors feel justified in recommending an increase in the bonus, making the dividend for the year at the rate of 17½ per cent., and the placing of £2,500 to a special reserve for contingencies. We are now completing an alteration in the arrangement of our departments, and contemplating further expenditure on extensions which will facilitate and increase our business. These alterations incur expenditure which cannot be capitalized, and for this reason we recommend the reserve I have just mentioned.

The report was unanimously adopted.

**Other COMPANY M

H.E.H. THE NIZAM'S GUARANTEED STATE RAILWAYS

DISPOSAL OF UNDERTAKING TO THE GOVERNMENT

THE SALE AGREEMENT

VOLUNTARY LIQUIDATION OF THE COMPANY APPROVED

An Extraordinary General Meeting of His Exalted Highness the Nizam's Guaranteed State Railways Company, Limited, was held yesterday at Winchester House, E.C., for the purpose of considering resolutions providing for the winding-up of the company and a distribution of the assets.

Lt.-Col. George Huddleston, C.I.E., V.D. (the chairman of the company), presided.

The Secretary (Mr. F. Adams) having read the notice convening the meeting,

The Chairman said:—Ladies and gentlemen,—Our meeting to-day has been called for the purpose of inviting you to pass two resolutions. I am told that liquidation, though in this case essential, is usually looked upon as a formal proceeding, and I shall not keep you long in the few remarks I have to make.

You will remember that when we came together last January you resolved that your board were to continue negotiations and, if able to do so on satisfactory terms, were to enter into an agreement for the sale of the company's railways to the Government of H.E.H. the Nizam. This briefly was the main provision of the resolution passed by you on January 20 last and is what I think you would wish to hear about to-day.

Many of you must have realized that the time available for completing the important negotiations inseparable from the transference of a great undertaking from one administration to another was by no means too long. Numerous details had to be discussed and agreed upon, and of necessity there had to be a certain amount of give and take.

Arrangements for Payment

The outcome is that an agreement to dispose of our railways has been concluded. Under its terms the Government of H.E.H. is to pay for them partly in cash and partly in short term debenture stock, the latter being covered by the deposit with trustees of securities at present valued far above the debt we are accepting. For the sake of brevity I will hereafter refer to this debenture stock as "debentures."

The Imperial Bank of India have been appointed trustees, and the securities promised have been deposited with the headquarters of that Bank in Bombay. The manager of the London branch will issue the debentures on behalf of H.E.H.'s Government, through the liquidators, whom you will shortly be invited to appoint. The trustees will have entire control over the securities and will only surrender them as and when the debentures are redeemed in whole or in part. Meantime you will receive interest at 5½ per cent. half-yearly. A trust deed, providing for all this has been executed, and it only remains for me to tell you something more of the provisions, which will appear for the most part in greater detail on the debentures themselves.

First, the Government of H.E.H. the Nizam, in the course of our negotiations, claimed the right, subject to their giving three months' notice, to redeem the debentures in whole or in part on any interest payment date before April 1, 1933, when the last instalment is due.

Secondly, redemptions are to be by drawings; thus on April 1, 1931, when the redemption of £1,030,000 debentures becomes due, there will be a drawing to decide which out of the total issue of £3,088,340 debentures are first to be redeemed.

Thirdly, as there was an unforeseen objection to the issue of any Debenture stock in the form of Bearer Bonds they will all be registered. It is hoped that they will be ready for issue, together with part cash payment, to which I will refer hereafter, by April 7.

Interest on the Debentures

I have little doubt that you will agree that all these arrangements are in your interests. You are aware that you are to receive interest at the rate of 5½ per cent. on the debentures. I have been asked why we did not insist on 6 per cent. I can only say that we should not have been able to get it. Your board were advised indeed not to ask for more than 5 per cent. on the ground that if we did so the purchase of your railways might be jeopardized, but we knew that 5½ per cent. was in no sense an extravagant demand, and the Government of the Nizam was good enough to meet us. Small as an additional ½ per cent. may appear, it means not only an extra income to the stockholders, estimated at £30,000, but should prove a help in keeping up the market value of the debentures. The redemption at par by drawings should also assist towards this result.

I need not say more about the debentures except to mention that the Imperial Bank has applied for a Stock Exchange quotation and I am told that this will at once be arranged.

As to the main agreement between H.E.H.'s Government and ourselves, it is a lengthy document and I feel sure you will "take it as read." I cannot think of anything in it that I need call your attention to, excepting perhaps the monetary grants to the board and to the staff at home and abroad so generously sanctioned by you when we last met. It was estimated last January that £100,000 would suffice for all purposes, but subsequently your board found that to interpret liberally, though without extravagance, your strongly expressed desire to be generous to the staff an extra £10,000 was needed. The sum of £110,000 has accordingly been provided for by the agreement and, so far as the staff are concerned, will be distributed in a manner which, in the opinion of the board, is best calculated to meet the wishes given prominence to by you at our last meeting.

Both in this matter and in other respects the board have done what is possible for the future happiness of the staff, whose interests and contentment, we have good reason to believe, will become the immediate concern of H.E.H.'s Government.

Cash Distribution

It now remains for me to say that although it is only proposed to distribute at present in the liquidation 100 per cent. in cash on your stock holdings, it is hoped to make a further distribution as soon as the accounts have been finally audited. For some time past there has been a certain amount of dislocation of our business due to a strike on an adjoining railway which led to restrictions on our interchange traffic. So far as I know, this trouble continues. In addition, a strike on our own line, chiefly confined to workshop and shed staff, began on February 27 and ended on March 18. Although our receipts were affected and dropped badly, it is expected that it will be possible to distribute another 10 per cent., or slightly more, after the audited figures previously referred to are to hand, probably in August next.

It may be of interest to you to hear that the Government of H.E.H. contemplate having a board of management in London and that our colleague, Sir Robert Highet, has accepted a temporary seat on it. We understand that Mr. Lloyd Jones, our present agent, will also join the new board, and that its chairman will be Sir Reginald Glancy, K.C.I.E., C.S.I., who is thoroughly acquainted with the position of affairs in the State. I am sure you will all join me in wishing the new board success.

Message of Good Will to H.E.H.'s Government

The life of the company has virtually ended, and I hope the Government of His Exalted Highness will accept from me a personal message of good will. The idea of the sale of the company's railways earlier than contemplated in our agreements originated with me; I alone am responsible for it. Although I believe the Government has made a very fair bargain, I would be the last to imagine that the amalgamation of the State and company lines will solve every difficulty ahead. What I do know is that complications otherwise likely to have arisen from divergent interests will now be avoided, and this in itself should greatly simplify the solution of several problems which I have reason to believe will come into prominence before long.

It is my earnest hope that the combined railway systems of Hyderabad will become even more prosperous than heretofore, and with the expression of this sentiment I bid a final farewell to the Government and to the staff who are joining their service. I wish happiness and success to one and all.

I desire to take this, my last opportunity of meeting you, to say good-bye and to thank you very sincerely on behalf of all of us for the generous consideration you have extended to the board and the staff. Personally I wish to say that your support and often expressed good will throughout the time I have been associated with the board—nearly 20 years—has been the greatest encouragement and help, and I cannot say how greatly I appreciate it.

Services Rendered to the Company

I wish to acknowledge publicly the willing assistance I have had from all my colleagues on the board, and to thank them for their cooperation and help. I also desire to thank Messrs. Rendel, Palmer and Tritton, the consulting engineers, who have been intimately associated with the board for nearly half a century, and have never spared themselves trouble, whether in affording us their valuable advice or in carrying out the constant supervision our engineering contracts called for. I would also mention Messrs. Bircham and Co., the company's solicitors. During recent negotiations Mr. W. B. Carslake, of that firm, has placed almost his entire time and services at the disposal of the board and has helped materially in bringing to a successful conclusion the agreement and relative questions connected with the sale of your railways to H.E.H.'s Government. Neither do I forget Messrs. Cooper Brothers, our auditors, nor Mr. Cassells Berryman, the company's shipping agent, or others I need not mention, who have all had our interests, as well as those of the Government, at heart. Finally, I am sure you will join me in thanking Mr. F. Adams, the company's able secretary, and the whole of the London office staff, who I can assure you have worked loyally and well throughout their service. I wish them happiness and success in the future.

Before putting the resolutions to you, I would inquire whether you have any questions to ask. Now is the time for doing so, and I will do my best to answer them.

A Shareholder asked whether he was right in understanding there would be a cash distribution on April 7, to which the Chairman replied that they hoped to make one about that date.

Winding-up Resolution

The Chairman then moved the following resolution: "That the company be wound up voluntarily and that Lieutenant-Colonel George Huddleston, C.I.E., V.D., Leonard Mortimer, Esq., and Sir Francis Collum Crawford, C.I.E., O.B.E., three of the directors of the company, be and they hereby are appointed liquidators for the purpose of such winding up at a remuneration of £1,500, to be divided between them in such proportion as they may agree."

Sir Robert Highet seconded the resolution, which was carried unanimously.

The Chairman also moved: "That the said liquidators be and they hereby are authorized (when and so soon as the debts and liabilities of the company have been paid and satisfied or duly provided for) to distribute in specie or kind among the contributories of the company the 5½ per Cent. Debenture stock to be issued by the Government of His Exalted Highness the Nizam to the company or its nominees in part satisfaction of the purchase price payable for the company's railways."

Sir Robert Highet seconded the resolution, which was carried unanimously, and the proceedings then terminated.

GREAT EASTERN TRAIN FERRIES

INCREASED DIVIDEND

The Seventh Annual General Meeting of Great Eastern Train Ferries, Limited, was held yesterday at Winchester House, London, E.C.

Lord Darlington, P.C. (the chairman), in the course of his speech, said:—The net profits for 1929 are £25,066, as compared with £22,129 in 1928. There is, therefore, an increase in our net profit of £2,937, which compares favourably with the increase earned in 1928 over 1927, amounting to £1,105. In view of these profits the directors have recommended that a dividend of 1s. 2d. per share be paid in respect of 1929. This is an increase over last year. In fact, ever since the company was in a position to begin paying dividends it has been possible to increase the amount year by year.

At our last annual meeting I was able to tell you that the investments and cash resources of the company had increased by over £15,000. Since that date there has been a further increase of some £23,862, and it would be quite possible, moreover, to draw still more favourable conclusions from the figures revealed in the balance-sheet, because our investment in the Société Belgo-Anglaise des Ferry-Boats stands in our balance-sheet at its cost price—namely, £18,315—whereas the present market value of our holding is greatly in excess of this sum. There has been a decrease of 6,765 tons in the total tonnage carried during 1929 as compared with 1928. This decrease is due entirely to the decline in the heavy classes of traffic included in our import cargoes. On the other hand, we have reason for thinking that our traffic proper will continue to increase. In the early months of the current year the figures relating both to our export and import traffic show an increase over those for the same period of 1929. I do not propose at the moment to dwell on the gloom which seems still to hang over British trade, and British export trade in particular, but I feel we may truly congratulate ourselves on the fact that a favourable and highly satisfactory feature of our traffic figures for 4929 is to be found in our export tonnage. It shows that we have an increase of over 40 per cent. in total for 1929 over 1928.

A year ago, when addressing you, I referred to the pending inquiry into the Channel Tunnel question. It is a coincidence that the publication of the Advisory Council's report practically synchronizes with this meeting. The question is likely to be the centre of a wide discussion for some time. In any case a Channel Tunnel is not of the same importance to us as it is to shipping lines carrying passengers or those plying between French and British ports, and we await developments without anxiety. We continue to receive evidence that the train ferry service is becoming increasingly well known and appreciated by shippers to and from the Continent.

The report was unanimously adopted.

PENSIONS FOR WORKERS

A pension scheme comes into operation today for the employees of the Gramophone Company, Limited (H.M.V.), of Hayes, Middlesex. The aim is to place every worker automatically on pension at the age of 65. In return for a weekly contribution, the greater portion of which is paid by the company, every man on retirement will draw an annual pension calculated on his service to the company. Should he die before pension age, the death allowance to his relatives will vary, according to his service and wages, from £100 to £1,000, and in addition all his payments towards pension will be returned, with 3 per cent. compound interest in addition.

While the workman pays his share of the premium towards his pension, the company has undertaken to bear the whole cost of the death insurance premium. A man who starts with the company at the age of 21, with a salary of £160 a year and rises to the salary before retirement of £350, will have a pension of £236 a year; a man joining at 25, with £400 a year rising to £750, receives a pension of £464 a year. In order that the scheme should begin to operate to its fullest extent at once, without penalizing in any way the present older workers, the company is, as a gift to the staff, paying premiums amounting to £180,000 to the insurance society, which in return undertakes to begin benefit payments immediately on the highest scale.

Messrs. Henry Hope and Sons, Limited, of Smethwick, Birmingham, manufacturers of metal windows, are putting into operation from to-day a comprehensive contributory scheme of pensions for its staff, including without contribution an additional pension in respect of past service and an assurance of one year's salary in case of death. The scheme has been prepared and will be handled by the Sun Life Assurance Company of Canada.

WYNDHAM'S MARINE PATENTS

SYSTEM SUCCESSFULLY APPLIED TO LINERS

TRAWLERS AND COASTERS BEING FITTED

LAND INSTALLATIONS

SIR THOMAS JONES'S SPEECH

The First Ordinary General Meeting of Wyndham's Marine Patents (1928), Limited, was held yesterday at Winchester House, Old Broad-street, London, E.C.

Sir Thomas G. Jones, K.B.E. (chairman of the company), presided.

The Secretary (Mr. A. H. Chidgey) having read the notice convening the meeting and the report of the auditors,

The Chairman said:—My lords, ladies, and gentlemen,—The reports and accounts for the period under review have been sent to all the members of the company, and I assume that in accordance with custom and convenience we may take them as read. (Agreed.)

Dealing with the balance-sheet and report, it is pleasing to note that the company's liquid position is very good, the cash in hand on February 10 being £57,410, debtors £27,375, stock £7,129, making a total of nearly £90,000, against creditors of £11,600, leaving a balance of £78,281 in excess.

Strong Financial Position

It will be observed that after paying our shareholders a dividend of 15 per cent., nearly half of our capital is liquid, while we carry forward to reserve the sum of £6,091 5s. 1d. out of the share premium account, after paying the whole of the brokerage, one-third of the preliminary expenses and depreciation.

There is a further carry forward out of the profit and loss account, after advertising the statutory meeting, &c., and allowing £500 for contingencies, the sum of £863. It must also be noted that a sum of £7,000 is being written off values of patents.

I will deal with the position of the foreign rights later, but I may say here that, however much we desired to distribute a bonus of cash payment out of the sale of any foreign rights, we were advised by our auditors that this could not be done without special application to the Court, until we had written off what could be fairly termed the value of those rights in our balance-sheet. Later on you may form some idea of their values when you have heard the progress made.

It will be remembered when the company was formed that the Wyndham Waste-Heat Waste-Steam System was only being fitted to cargo steamers. In the middle of the year we went in for an enlarged system, suitable for fitting on the liner type of steamer, with the success you now know. Well-known shipping experts have expressed themselves on the system, and it is not for me to expound further on its merits, except, perhaps, to say this, that we have moved along, relying upon, and having full confidence in, the system.

Early Difficulties Overcome

I am not going to say that we have been without our difficulties; naturally money has been spent upon research and development. We started in a very primitive way, and at first we had to rely upon a lot of our work being executed by outside firms and contented ourselves with the assembling as fast as we could of the various parts. Here let me say quite frankly, as a result of this rush of assembly of "contracted-out parts," we received a number of complaints of leaking elements, split joints and bends; consequently, where these defects were shown, the system was not giving its maximum result. We met the situation boldly and replaced these parts with our own manufactured parts. We quickly extended the works, so that in a very short period we were able to take on the whole of the work ourselves. At the same time, we have gained valuable experience.

We were as careful as possible in the expenditure on the capital account, and preferred to adopt the slow and sure method of feeling our way with security without squandering the available assets, with the result now before you.

A Range of Four Sizes

We commenced with only one type of multi-flow heater, and, as you will remember, practically relied upon cargo shipping business; we now have a range of four sizes, the largest having approximately six times the capacity of the original heater. But all this has taken time, care, and thought.

During the first portion of the period under review we fitted as many cargo steamers as possible, but, realizing the scope of the liner type, we fortunately changed over to that direction. This naturally meant, as I have said before, a certain amount of delay, as we had to continue fitting cargo steamers and at the same time alter the method of our manufacture for the liner type, in order to obtain the full approval of the classification societies and the Board of Trade. We surmounted these difficulties, and the system is now approved by all the classification authorities.

Coasters and Trawlers

We also endeavoured to meet the demands from the owners of the trawler and coaster type of steamer, and am pleased to say this class of ship is now being fitted, and opens up a very large field.

We are satisfied that on the marine side alone there is a large field for our installations for very many years to come, having regard to the fact that we have only, during the period under review, fitted a very small number of ships, compared with the world's tonnage, including 31 new ships building, 27 liners belonging to one company, 17 cargo steamers belonging to another company, and last but not least two pulverized fuel ships with success. Before leaving the marine side, I would like to mention that our first installation on account of the British Admiralty will be fitted during the next few weeks.

Land Installations

I am pleased to report that we have fitted our first land installation, with excellent results, and our consulting engineers, Messrs. Flannery, Baggallay and Johnson, visited our works on Friday last and inspected the improved system for marine work and also the land installation in operation, and, if I may, I will read you their report.

The Chairman then read the report of Messrs. Flannery, Baggallay, and Johnson, of which the following is an extract:—"We also as requested visited the land installation at Cardiff Docks in progress. The large increase in temperature of the feed water must result in a large economy of fuel. We also note you have other schemes in hand for the improvement of the fuel heating system of various shore plants in the colliery districts. The installing of the Wyndham system should lead to very beneficial results."

Continuing, he said:—Land installations can now be fitted upon the basis of "payment on results." So confident are the directors and technical advisers of the company in the efficiency of the system that they are quite prepared to be paid out of the savings effected.

Dividend Policy

There has been a certain amount of disappointment that the final dividend did not compare more favourably with the interim, and I think it only right that you should know something of the circumstances. When the interim dividend was declared, conditions in the shipping industry were very favourable, and the influence of this was so strong that, in spite of the fact that the company was extending its works as fast as it possibly could, we were only just able, working night and day, to keep our deliveries up to time. The company had in addition to realize over £7,000 on its foreign rights account and received a very substantial premium on shares.

Since that date, as you know, shipping, particularly of the cargo type, has suddenly come under a heavy cloud of depression, and a very large proportion of it all over the world is lying up because it is unable to trade at a profit. This depression has naturally spread to all those businesses whose interests concern ships, and it must be frankly admitted that the second half of the period under review, as far as tramp steamers are concerned, was disappointing and fell very short of the reasonable prospects the board had every reason to calculate upon. Unfortunately this depression has not yet lifted, although there are signs that conditions are beginning to improve, and we are endeavouring to make all the use we can of this quiet period among tramp owners to develop the business in the liner class, the trawler class, and land installations. The board felt that, under these circumstances, to conserve resources and to expand in other directions a sound policy.

Foreign Rights

We have sold the French rights for a cash payment, plus a percentage of the gross turnover that will leave this company an annual revenue. I am pleased to say that the French company have made a very excellent start and are making sets and fitting them in France. No accounts of French receipts are included in the balance-sheet under review, but will be apparent in the next.

We have received a substantial non-returnable deposit for the American rights, and the American company has been incorporated and a very excellent board set up. One of our directors, Mr. W. Francis Lloyd, is out there at the moment. There has been delay in this deal, but we are confident that a large business will be done in America.

Negotiations are proceeding for the sales of the foreign rights to other countries upon the same principle as the French "deal" of a cash payment and an interest in the earnings of the respective companies. We certainly have something more to sell abroad to-day than we did this time last year. We have results on sea, and the land side is also proved by results and not theory.

New Acquisition—Automatic Smoke Abator

We were fortunate enough, after careful consideration and experimenting in Zurich and in this country in purchasing the world's rights of the Weller Smoke Abator—this for a small outlay which we shall probably recover in a few months. Demonstration sets are now being fitted in this country and they are very successful in operation and cheap to instal. We are assured that this device has advantages over all other smoke abators and is absolutely automatic; the system works without any manual assistance from the stoker, beyond closing his furnace door; this he has to do in any case. It can be made cheaply, is easy to fit, and shows a very good profit to the company.

The smoke nuisance is one which is actively kept before manufacturers in large towns and cities, and with such an effective preventor possibilities should be considerable. This installation can be made in our works at Cardiff or elsewhere, which will show us a good clear profit per set.

The Future

That, ladies and gentlemen, covers the ground of our operations during the period under review. With regard to our future, with the confidence of fitting ships and land installations on the principle of "no cure no pay" or payment out of savings we hope that with such an excellent discovery of proved economic importance we have very many years of successful trading before us.

A plant, with boiler demonstrating the Wyndham System in operation, has recently been erected at Bute Docks, Cardiff, where anyone interested can see the system at work, and applications to view are invited from engineers and others interested in the system.

In conclusion I should like to pay tribute to all concerned for their cooperation and service. The results and experience gained have not fallen from the skies, but, if I may say so, are the outcome of the combined efforts of those who are so deeply concerned with the interests of the company both from a financial and moral side. (Cheers.)

The report and accounts were unanimously adopted, and the dividend as recommended was approved.

The retiring directors, Sir Thomas G. Jones, K.B.E., Lord Wester Wemyss, G.C.B., C.M.G., M.V.O., Captain S. Jameson Till, M.C., Mr. W. Francis Lloyd, A.M.I.Mech.E., A.M.I.E.E., Mr. P. W. Rickett, and Mr. Ronald I. Jones, were re-elected; the auditors, Messrs. Peat, Marwick, Mitchell and Co., were reappointed; and the proceedings terminated with a vote of thanks to the chairmen and directors.

KERR, STUART AND CO.

A NEW TYPE OF DIESEL LORRY

The Nineteenth Ordinary Annual General Meeting of Kerr, Stuart and Co., Limited, was held yesterday at Winchester House, London, E.C.

Mr. Herbert Langham Reed, the chairman and managing director, said that the year under review had proved a very difficult one for the company. Of the company's capital nearly a quarter of a million was invested in works which were laid out for the manufacture of heavy and light locomotives. The conditions prevailing in the industry, however, had continued to be so depressed that it had become impossible for the company to secure orders of any magnitude, except at unremunerative prices.

Severe Competition

The normal output of the undertakings now manufacturing locomotives was estimated to be not fewer than 2,000 locomotives per annum, whereas he believed he was not overstating the amount when he said that the orders received in this country last year represented less than a quarter of that amount. As a result, competition was very severe, and with prices at the present level it was impossible to get work at a figure that would show a profit—the more so as, in view of the restricted demand, firms were obliged to work at only a small percentage of their capacity, which resulted in a serious increase of the proportion of overhead charges to each engine manufactured. That accounted for their loss during the period under review. Continental competition had also to be taken into account, and this had remained acute. Indian orders to the extent of approximately £1,000,000 had been placed with Continental manufacturers at an approximate price of 5 per cent. below prices of British tenders. To meet this difference in price representations had been made by the industry in the proper quarter for some assistance, but so far there seemed little or no hope of any favourable response.

This year the position had shown improvement, and the works were now working to nearly full capacity, but in view of the very restricted nature of inquiries it was impossible to foresee any hope of continuity of the present position, and he feared that in the near future they might be without any serious heavy locomotive work in hand.

The Board's Policy

During the year the company had put on the market the K.S. 7-ton Diesel lorry, and this had met with considerable success. On a five-day weekly run of 600 miles per week the K.S. Diesel lorry showed an annual saving of over £700 per annum as compared with a similar petrol lorry, and £670 over a steam lorry.

The policy of the board was to liquidate as soon as possible certain assets and repay the company's bank overdraft; also to continue to press forward the manufacture and marketing of the company's specialities, especially the Diesel lorry, from which there was a reasonable chance of making up for the lack of heavy locomotive orders. The board were, in fact, convinced that a return to prosperity could be achieved only by the development of as many new and specialized lines of manufacture as was possible.

In the course of discussion the policy outlined by the chairman was generally approved, and the report and accounts were unanimously adopted.

CZECHOSLOVAK BANK AMALGAMATION

(FROM OUR PRAGUE CORRESPONDENT)

A merger has been announced between the Anglo-Czechoslovak Bank, the Prague Credit Bank, and the Bohemian Commercial Bank, all of Prague, under the style of the Anglo-Czechoslovakian and Credit Bank, with a joint capital of 235,000,000 crowns. The Anglo-Czechoslovakian Bank, in which the Anglo-International Bank holds an interest, has a capital of 120,000,000 crowns. The capital of the Prague Credit Bank is 100,000,000 crowns, and that of the Bohemian Commercial Bank 75,000,000 crowns. The fusion is subject to the approval of a general meeting of the respective banks.

A branch of Barclays Bank has been opened at 23, High-street, Cosham, Hants.

ANGLO-PORTUGUESE TELEPHONE

PROGRESS OF THE UNDERTAKING

ACCELERATION OF AUTOMATIC PROGRAMME

SIR ALEXANDER ROGER'S REVIEW OF THE POSITION

The Forty-third Ordinary General Meeting of the Anglo-Portuguese Telephone Company, Limited, was held yesterday at Winchester House, Old Broad-street, London, E.C.

Sir Alexander Roger (the chairman) presided.

The Secretary (Mr. F. Hollyer) having read the notice convening the meeting and the auditors' report,

The Chairman said:—Gentlemen,—As the report and accounts have been in your hands for some days I presume you will take them as read. (Agreed.)

I am glad to tell you that a year of very successful operation and progress has been achieved.

Dealing first with the profit and loss account, our gross operating revenue at £189,437 shows the substantial increase of £19,418 over that of the previous year; as against this our expenses (which include a charge of £30,000 in respect of plant depreciation) increased by £6,749, giving a gross profit of £71,287, as compared with £58,618 for 1928. Adding to this gross profit figure of £71,287 sundry small receipts, and deducting the interest, tax, and share issue expenses, all detailed in the accounts, a net profit of £50,941 is arrived at, which is £8,054 or approximately 19 per cent. more than for 1928.

Net Profit and Dividends

Out of the year's net profit of £50,941 there has already been paid to the Ordinary shareholders an interim dividend of 3 per cent., less tax, and your directors are now recommending a final dividend of 5 per cent., less tax, on the Ordinary shares (making 8 per cent., less tax, for the year), and a dividend for the year of 8 per cent., less tax, on the "A" Ordinary shares. These dividends amount in all to £45,743, which allows the company to increase its carry-forward by £5,198—namely, from £39,751 to £44,949.

On the assets side of the balance-sheet the capital expenditure account has been amended to conform to the requirements of the Companies Act, 1929, and the net addition for the year is £91,732.

On the other side our renewals reserve increased from £68,722 to £72,567. In both the years of 1928 and 1929 £30,000 was placed to the credit of that account, but in 1928 the debit to the account for plant withdrawn from service amounted to £15,420, whereas in 1929, owing to a larger amount of plant being retired in pursuance of our policy of keeping our plant generally in first-class repair, the comparable figure was £26,155. The increase of £3,845 is therefore appreciable. The other items of the balance-sheet differ, of course, from the figures of last year, but the differences are entirely due to normal trading operations.

Further Expansion

To provide for the further expansion of the systems in Lisbon and Oporto the company has expended additional large sums on capital account. For many years the company was handicapped for want of capital to meet the demands of a growing telephone public, but conditions are now much more favourable, and your directors feel confident that fresh capital put into the business will continue to prove remunerative. Perhaps it is not out of place to mention here that telephone enterprises of late years are receiving a greater amount of recognition from the investing public. Probably the reason for this is that while it is appreciated that the telephone public in any country is no easy one to serve, nevertheless subscribers are generally willing to pay a reasonable tariff provided a first-class service is rendered in return.

As you may probably be aware, the company by the terms of its concession is empowered to operate in the districts of Lisbon and Oporto; in Lisbon within a radius of 30 kilometres (approximately 19 miles), excluding one small area, and in Oporto within a radius of 20 kilometres (approximately 12½ miles). The remainder of the telephone needs of Portugal are taken care of by the Government, the Government system and this company's systems by mutual arrangement being linked up, to the obvious advantage of the public generally.

The Government Trunk Lines

The Government are to be complimented and congratulated upon the remarkable progress they have made during the last two years in extending their own network of telephone trunk lines. The majority of the areas of importance throughout the country are now in telephone communication with each other, the British Isles, and most of the countries of the European Continent.

Relations with all Government and Municipal Departments in both Lisbon and Oporto continue to be of the most friendly and cordial nature, and at all times it is our duty and our pleasure to cooperate with the Government to meet the telephone requirements of the people of Portugal.

The tariff rates which came into force on September 1, 1928, have been a great stimulus to new business. The basis of the tariff for all new subscribers consists of an annuity which includes a number of free calls, all calls above the number of free calls being paid extra for by the user. This method of payment has brought into the company's business a great number of people to whom the flat-rate system of tariffs had not in the past proved sufficiently attractive.

Remarkable Increase in Number of Stations

During the year 3,665 stations were added, which represents approximately 16 per cent. above the total at the end of 1928. I may tell you that the rate of progress in England is less than 10 per cent. The number of stations at the end of 1919 was approximately 13,000, whereas at the close of 1929 the number was 26,681. In other words, the company has more than doubled the number of its stations during the past decade, a record to be proud of.

The company has embarked upon a particularly heavy capital programme for 1930, involving over £200,000. A considerable part of this sum will be expended on new automatic equipment which is to be installed in the Trindade Exchange in Lisbon. It was not at first thought that it would be necessary to do this quite so soon, but, as the result of the rapidly increasing number of subscribers, the board was confronted with the alternative of purchasing additional manual equipment for the Trindade Exchange or accelerating the automatic programme which we had been preparing for some time. Guided by the company's technical experts, we decided on the latter course, and it is planned that at the end of August next the cutover from manual to automatic will be accomplished. Six thousand eight hundred lines will be brought into automatic operation then, which number will be further added to in the months immediately following, so that at the end of the present year there will be installed at Trindade Exchange 8,500 lines of automatic equipment.

This acceleration of the automatic programme means displacing some manual plant which still has useful life, but apart from the technical advantages which this development ensures, the company must keep pace with the progress of the telephone art. Lisbon, the capital city of Portugal, has substantial claims to be ranked with other great cities of the world, and the company has a moral obligation to see that the telephone communications for which it is responsible lack nothing in modernity.

New Capital Issue Foreshadowed

With regard to the capital required, when borrowings reach such a proportion that it becomes desirable to liquidate them the board will, as before, do so from the proceeds of fresh capital issues. In June last new Ordinary shares were offered to existing shareholders on a *pro rata* basis at par, which at the market rates then ruling represented a substantial bonus to members. It will be necessary soon to raise fresh capital, but as nothing definite has yet been decided upon regarding the form which this should take, I will not comment further on the matter now.

The beneficial effects of the plan of economic and financial reconstruction on which the Government of Portugal has been concentrating are being increasingly felt day by day, both by the nation and the countries with which it trades. Work is going on unceasingly in building up an excellent roadway system; the internal indebtedness of the Government has been reduced; schemes are in hand to provide greater facilities to shipping; the railway and the irrigation systems are planned to receive attention, and at the close of the 1928-1929 fiscal year the Budget showed a surplus of receipts over expenditures, the first time for many years. This intensive campaign of internal reorganization of the country's resources on the part of the Government Ministers, whole-heartedly backed up by the people, is doing much to raise Portugal to the plane of its former greatness. As evidence of the confidence which is now prevailing throughout the country you will be interested to know that the Portuguese Government 6½ per Cent. Internal Loan of 100,000 contos (approximately £924,000 sterling) for the construction and improvement of ports closed on Thursday last, having been covered three times.

As a corollary of the nation's improving financial stability the value of the escudo has remained steady round about 108 escudos to the pound sterling for over 12 months.

Interchange of Visits

Your directors are in close personal touch with the company's activities in Lisbon and Oporto, and interchange of visits between the board and the company's technical advisers here and the management in Portugal are constant. The advantages to the company's welfare of these visits are too obvious to need stressing. Should any of you or your friends be visiting Portugal at any time I hope you will not neglect to pay a visit to some of the company's exchanges, for you will then be able to judge for yourselves how well the company's plant is maintained and to prove the efficiency of the service generally.

Summing up the past year, I think there is every reason to be gratified at the results, and that the company may look forward to the future with equanimity. I feel sure you would like me to thank Colonel Pope (our general manager in Lisbon), Mr. Hincks (our Oporto manager), and their staffs of all grades for the creditable manner in which they have carried through another year's strenuous work and the success which has attended their efforts. (Hear, hear.)

The Resolutions

I now beg to move: "That the report and accounts be received and adopted and that the dividends therein recommended be paid." I will ask Mr. Kerr to second this resolution, but before putting it to the meeting I shall be glad to answer any questions you may have to put forward.

Mr. F. W. Kerr seconded the resolution, and, in the absence of questions, it was put to the meeting and carried unanimously.

The election of Mr. Harold S. Bennett, A.M.I.E.E., as a director of the London board was confirmed; Sir Alexander Roger and the Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., of the London board, and Senhor R. Peixoto and Dr. Bento Carqueja, of the local board, were re-elected; and Messrs. Futcher, Head, Ernest Smith and Co. were reappointed auditors of the company for the ensuing year.

A hearty vote of thanks was accorded to the chairman for his interesting address, and also to the directors and to the manager and staff in Portugal for their services during the past year.

The proceedings then terminated.

DIRECT SUPPLY AERATED WATER COMPANY

SATISFACTORY YEAR'S TRADING

A GOOD PRODUCT EFFECTIVELY MARKETED

NEW DEVELOPMENTS

The Twenty-sixth Annual General Meeting of the Direct Supply Aerated Water Company, Limited, was held yesterday at 135, Fulham Palace-road, London, W.

Mr. Alexander Henderson (chairman of the company), who presided, said it was a great pleasure to the directors, the majority of whom had been associated with the company ever since its inception, to be able to present such a satisfactory balance-sheet and profit and loss account. The business had always been progressive, and had consistently extended its trade and earned substantial profits. He thought it was unique amongst industrial companies, inasmuch as it had in every one of the 26 years of its existence paid handsome and, except for the War years, increasing dividends on its Ordinary shares.

The company's business was the direct supply of table waters and cordials to the consuming public, which, in addition to private houses, included many of the principal sports clubs and similar organizations within its area, and also many of the principal hotels and London clubs. The supply of soda water was made in porcelain-lined syphons, for which the company had proved itself one of the principal pioneers.

Efficient Service

One of the financial papers had remarked that the business had remunerated its shareholders on a generous scale for many years as the result of a good product effectively marketed. While that was true, he would like to add that efficient "service" was the keynote of their success. The experience of upwards of a quarter of a century had enabled the directors to build up an organization, both on the manufacturing and distributing sides, which of its kind was without equal. The company delivered the best product wherever required—systematically, regularly, and economically. Their vans were really travelling shops, and every carman a trained salesman.

The company had freehold establishments at Kingston-on-Thames, Finchley, Beckenham, Hove, Bournemouth, and Hammersmith. During the year a model factory had been built and equipped at Hove, and the Bournemouth premises were being rebuilt and extended, thus placing the company in a position to cope with a much larger area of the South Coast. Each branch was a self-contained business, having its own model manufactory and running its own fleet of motor-vans.

The duty on each syphon of soda water was approximately 1½d., which, of course, affected the retail price. There had been a remarkable increase in the consumption of sweet drinks. Up to the end of the War the company had practically sold soda water only, with a comparatively small consumption of soft drinks. Now its bottle sales, comprising a variety of beverages, such as cordials, lemon and orange squash, represented a large proportion of its turnover.

Goodwill Written Down

The directors had transferred £30,000 from the reserve fund to write down goodwill, which appeared in the balance-sheet at little more than two years' profits. The directors had the greatest confidence that the shares in a subsidiary company, which stood in the balance-sheet at a purely nominal figure, were of considerable potential value, and would add considerably to the profits of the company in the near future. This new development of the business had been the means of placing the company's cordials all over the British Isles, and export orders were coming in from India, Australia, and other Colonies. The managing director anticipated that this part of the business would rapidly develop. Although no direct benefits had accrued during the period under review, a substantial profit was anticipated during the current year as the result of the large amount of spade work that had been done.

Dividend 26 per Cent.

Although 1929 was not ideal for the company's class of trade he considered they had had a satisfactory year's trading. After making adequate provision for depreciation, &c., there was available for distribution £47,269. After payment of Debenture and other interest, dividends on all classes of Preference shares, and an interim of 10 per cent. on the Ordinary, there remained £25,857 out of which the board recommended a final dividend of 16 per cent. on the Ordinary capital, making 26 per cent. for the year, leaving £6,657 to go forward.

Mr. Egbert Goddard (managing director) said that ever since the inception of the company, nearly 30 years ago, he had devoted the whole of his time to its development, which remark applied also to two of the other directors. With regard to the subsidiary company, it was very difficult to say much about it, but it was doing excellent business, and held out wonderful prospects for the future.

The report and accounts were unanimously adopted, and the proceedings terminated with a hearty vote of thanks to the chairman, directors, and staff.

HALIFAX BUILDING SOCIETY

"PROGRESS NO LESS THAN WONDERFUL"

ASSETS EXCEED £59,394,000

LARGE INCREASE IN ADVANCES FOR HOME PURCHASE

The Annual Meeting of the Halifax Building Society was held last evening at the Café Royal, Halifax.

Sir Enoch Hill, J.P., president and managing director of the society, presided.

The President, moving the adoption of the report and statement of accounts, in the course of his speech said:—Taking first the net income for the year, excluding the realization of investments, the amount received exceeded the enormous sum of £29,000,000, a result which is most gratifying in view of the unfavourable conditions of trade and industry which have prevailed throughout the country, and more particularly in the northern districts.

"Soundness and Stability"

The assets have increased during the past year by £5,239,301, and now amount to the sum of £59,394,342. It is worthy of note that the assets of the society represent approximately one-fifth of the aggregate assets of all the 1,000 or so building societies in operation in the kingdom. Not only have the assets increased in this remarkable way, but I am speaking well within the mark when I say that the soundness and stability of the society, and the high-class character of its business, have been maintained at a level which places the society in the forefront with the strongest financial institutions in the country. The share and deposit funds amount to £57,376,744, showing an increase of £4,910,942 over the preceding year. In the same period 84,701 new accounts were opened, and the total number of shareholders' and depositors' accounts remaining open at the end of the year was 397,681, being an addition of 35,714.

Great Activity in the Mortgage Department

The mortgage department has shown great activity during the 12 months, and there has been a greatly increased demand for advances, mainly for the purpose of erecting or purchasing houses for the personal occupation of the borrowers. The total number of applications for advances received was 28,105, for the sum of £18,761,566. Approved proposals were referred to the society's surveyors for valuation, and 24,064 were entertained and completed for advances amounting to a

LIPTON LTD.

COMPLETION OF THE REORGANIZATION SCHEME

DIVIDEND OF 10 PER CENT.

STEADY DEVELOPMENT ON SOUND LINES

The THIRTY-SECOND ORDINARY GENERAL MEETING of Lipton Limited was held yesterday at Winchester House, Old Broad-street, London, E.C.

SIR JAMES MARTIN, J.P. (chairman of the company), presided.

The SECRETARY (Mr. S. B. Sledmere) having read the notice convening the meeting and the report of the auditors,

The CHAIRMAN said:—Ladies and gentlemen,—On behalf of the directors I have pleasure in moving the adoption of their report to the shareholders, together with the accounts of the company for the 52 weeks ended on January 4 last.

In the first place I would make a few observations in regard to the reconstitution of the board. Sir John Ferguson, desiring greater freedom in order to pursue a political career, resigned the position of chairman and his seat on the board. This and other vacancies created have been filled first by the appointment of Mr. T. W. Davidson and Mr. A. Greig, who possess a wide experience in the various branches of the business in which we are engaged. The directors then honoured me with a unanimous invitation to become their chairman, a position which, after due consideration, I accepted in the hope that, with the support of my colleagues and the confidence of the shareholders, I might be able to render that useful service which is required of me. You will be asked, later on in the meeting, to confirm these appointments.

Before dealing in detail with the accounts now before you I should like to refer briefly to the general position of the company. As you are aware, the reconstruction scheme which was submitted for your consideration at the meetings held in June last was sanctioned by the Court, and the reorganization of the share capital in accordance with the scheme has been duly completed. In the circular issued with regard to the scheme the directors stated that they were of opinion that, provided the reconstruction was carried out, the profits in the future, after making a reasonable provision for depreciation and contingencies, would be sufficient to pay the revised preference dividends, and that, given normal trading conditions, there would be an increasing surplus available for distribution on the Ordinary shares. They have no reason to modify the opinion then expressed.

THE CORNER TURNED

They are confident that the company has definitely turned the corner and that the business is being steadily developed on sound lines. The accounts now before you reflect the results of the drastic reorganization which has taken place during the last two years. As you are aware, this reorganization has involved the closing of certain shops which were unprofitable, the bringing up to date of factories and warehouses, a general tightening up of the whole administration, and, what has been most difficult of all, the regaining of public confidence. In this connexion I am particularly pleased to be able to state that the results of our home trade show that we have been, in a large measure, successful, and the stage has now been reached when we feel that we are justified in acquiring new branches in districts where we are not at present represented. During last year four such new branches were opened; two have already been opened this year (all with satisfactory results) and premises have been secured for a further 12, which will be opened for business as soon as the necessary fitting up is completed.

FACTORIES MODERNIZED

The modernization of the factories is practically complete. New plant has been installed; and, as a result of the arrangements which have been made, the factories will be run at their maximum capacity, and the benefits resulting therefrom should be reflected in the results in the future.

Turning to the balance-sheet, the figures are based on the revised values placed on the assets as a result of the reconstruction scheme. It will be within your recollection that in the circular letter issued to shareholders on May 24 enclosing copies of the scheme there was included an adjusted balance-sheet as at January 5, 1929, showing the effect of the writing down on the figures appearing in the balance-sheet as at that date. In order, therefore, to review the transactions of the past year, it will be necessary to draw your attention to the variations disclosed by a comparison of the figures in the present balance-sheet with those in the adjusted balance-sheet at January 5, 1929, referred to. Freehold and leasehold properties, &c., show an increase of £3,700, and plant and fixtures of £8,000, these representing normal fluctuations due principally to expenditure in connexion with the modernization of some of the factories. The investments in and amounts due from subsidiary companies show an increase of £75,000 representing the value of properties acquired during the year through the medium of Lipton Properties Limited. Debtors show an increase of £94,000, while stocks show a decrease of £89,000. These are largely accounted for by the fact that there has been established a central buying organization called Allied Suppliers Limited, to which I will more particularly refer later on. Cash amounts to £141,000, as against £75,000 last year; while on the other side of the balance-sheet creditors amount to £641,000, as against £597,000.

As will be seen from the profit and loss account, the profit for the year, after charging all management expenses, depreciation, directors' fees, and interest on both classes of Debenture stock, amounts to £118,377, as compared with £1,556 for the period to January 5, 1929.

RESUMPTION OF DIVIDENDS

After providing for the dividends on the First and Second Preference shares which absorb £43,000, the balance remaining, amounting to £75,377, is equivalent to just over 33 per cent. on the Ordinary capital. Under the scheme of arrangement provision was made for the building up of a special reserve for equalizing the dividends on the Five per Cent. First Preference shares by setting aside a sum equal to 20 per cent. of the amount distributed by way of dividend on the Ordinary shares in any year until the special reserve reached the sum of £50,000. The directors consider that in the interests of all concerned it is advisable to establish this fund as quickly as possible so as to free future profits from this charge, and also to create general reserves. They therefore recommend that a sum of £25,000 should be transferred to the special dividend reserve instead of the minimum amount provided under the articles and that £20,000 should be placed to general reserve. They further recommend the payment of a dividend of 10 per cent. on the Ordinary shares, which will require £22,250, and after allocating these sums there will remain a balance of £8,126 19s. 5d. to be carried forward.

Respecting Allied Suppliers Limited, to which I made a brief reference, this is a company in which are interested the Home and Colonial Stores Limited, Lipton Limited, Maypole Dairy Company Limited, Meadow Dairy Company Limited, and Pearks Dairies Limited. The main object of this company is to create a central buying organization to enable us to purchase jointly certain commodities required in our respective businesses. These arrangements, which were only given effect to towards the end of 1929, will result in economies in overhead and warehouse expenses and transport charges, besides giving us a more commanding position in the world's markets.

The nature of the businesses carried on by the respective companies to which I have just referred is such that as producers and importers they have organisations which are complementary, and which, therefore, can be of enormous assistance to each other. As distributors they are keenly competitive, each having its own characteristics and specialities which will be maintained, and we hope that as a result of the arrangements made we shall be able to render even better service to the public than we have done hitherto.

CUSTOMERS BENEFIT BY LOWER PRICES

During the past twelve months there has been a marked tendency towards lower prices in some of the principal commodities in which we deal. We welcome lower prices because they increase the purchasing power of the public and consequently extend the volume of our business; and it is our policy immediately to pass on to our customers the benefits resulting from any fall in world prices.

I should like to express our appreciation of the services which have been rendered by the staff, both at home and abroad, and the loyal manner in which they have supported the directors in their efforts to re-establish the fortunes of this great business.

I now beg to move:—"That the balance-sheet of the company, dated January 4, 1930, together with the report of the directors thereon, be and the same is approved and adopted; that there be paid on April 14 next, to the holders of the First and Second Preference shares registered on March 31, dividends of 5 per cent. and 6 per cent. respectively, for the year to December 31 last; that there be paid on April 14 to the holders of Ordinary shares similarly registered a dividend of 10 per cent., and that the balance of £8,126 19s. 5d. be carried forward."

Mr. A. PURVES seconded the motion.

The CHAIRMAN, replying to a Shareholder who contended that the board should have allocated a smaller sum to special reserve for equalization of dividends on the First Preference shares and a larger amount for distribution to the Ordinary shareholders, said that the policy adopted by the board was taken in the best interests of the company, and would in the end strengthen the position of the Ordinary shareholders.

The resolution was unanimously adopted.

The election of Sir James Martin and Messrs. T. W. Davidson and A. Greig was confirmed, and the retiring auditors were reappointed.

The meeting closed with a vote of thanks to the chairman, directors, and staff.

THE THIRD GUARDIAN TRUST

THE FIRST ORDINARY GENERAL MEETING

REVENUE AND CAPITAL POSITION

The FIRST ORDINARY GENERAL MEETING of the proprietors of the Third Guardian Trust, Limited, was held yesterday at Winchester House, Old Broad-street, London, E.C.

Mr. J. H. CLIFFORD JOHNSTON (the chairman of the company) presided.

The SECRETARY (Mr. C. C. Cubitt) read the notice convening the meeting and the report of the auditors.

On the motion of the CHAIRMAN, special resolutions were passed defining the rights of the Preference shareholders.

The CHAIRMAN, in moving the adoption of the report and accounts, said:—Gentlemen,—It is unfortunate that the first ordinary general meeting of your company should cover a period of great depression in political, industrial, and financial circles, and also that the end of the financial year falls at a time when the shadow of the Budget hangs like a blight on all productive enterprise.

VALUATION OF THE SECURITIES

In the circumstances it is not surprising that the valuation of our securities shows some depreciation on their book cost, especially when you take into account that the valuation is taken at middle prices and we start with a depreciation of 1 per cent. for stamp duty, to which must be added brokerage and other expenses. We give you with the report a full list of the various securities, which are represented by the book cost of £783,804, and which appears on the credit side of the balance-sheet, so you are able to judge for yourselves the stability of this item; but I will add, to save you the trouble of working out the sum for yourselves, that the depreciation on March 15 prices, after allowing for the proposed dividends and appropriations, was well under 8 per cent.

CHEAP MONEY AND PROSPERITY

The older trust companies have created in the course of a long series of years large reserves against times of depression like the present, which they know must arise at periods in history, but as yet we have had no opportunity of following their example, although we propose to you to-day to make a not unsubstantial beginning. There is, moreover, considerable satisfaction in the knowledge that when prices are really low, as they were on March 15, there is ample room for a movement upward when temporary causes have passed away and industry and finance become normal once again. Even now in the advent of cheap money we can see the little cloud—the size of a man's hand—which has in the past so often heralded a cycle of real prosperity.

NET INCOME AND DIVIDENDS

So far as revenue is concerned, your company has done well. The accounts cover a period of about 17 months, but the shares were not fully paid up until the middle of February, a little over a year ago. After paying all expenses, and the interest on the bank overdraft, the net income amounts to £44,243. From this we deduct £14,000, being the dividend on the Preference stock to March 15, and we recommend to you a final dividend of 2½ per cent. actual on the Ordinary stock, making, with the interim dividend paid to you in September, 5 per cent. for the period. This will account for a further £14,000. After making these payments there is a balance over of £16,243. From this we take £7,146, which is sufficient when added to the gain on sales of securities to write off the whole amount of the preliminary expenses, namely, £15,097, and still leave a balance on revenue of £9,096. Out of this we have applied £5,000 in reduction of the book cost of investments, and recommend that the surplus of £4,096 be carried forward to next year's accounts.

Thus we start the new financial year with a clean balance-sheet—all our preliminary expenses written off, and a start made towards accumulating the reserves which are so essential to the well-being of an investment trust.

ANALYSIS OF THE INVESTMENTS

As this is our first meeting, it may interest you to know that 54.5 per cent of our funds are in bonds and Debenture stocks, 20.5 per cent. in Preference and 25.2 per cent. in Ordinary stocks, while geographically 30 per cent. of our investments are in Great Britain, 13 per cent. in the Argentine, 10 per cent. in British Colonies, 8 per cent. in Brazil, 5½ per cent. in Germany, and the remainder spread in small percentages over the rest of the world.

We hold 158 investments, and the average sum invested in any one security is £4,929.

This, gentlemen, is the full story up to date, and I look forward to its continuance in the coming year with interest and high hope, although in finance, as in life, we live in jeopardy, and no man can foret ell the troubles or the triumphs of to-morrow.

LORD HOWARD of GLOSSOP seconded the resolution, which was carried unanimously.

The recommendations of the directors were approved.

The chairman was re-elected as a director of the company, and the auditors (Messrs. Deloitte, Plender, Griffiths and Co.) were re-appointed.

A vote of thanks was passed to the chairman and the members of the board.

AMERICAN COTTON MOVEMENT

NEW YORK, March 29.—The *Financial Chronicle* publishes the following summary of its reports received from correspondents in the cotton-growing States:—Frequent rains delayed farmwork in many sections of the belt. The week's plantation deliveries amount to 7,000 bales, against 21,000 bales last week and 49,000 bales last year. The quantity of cotton now on shipboard but not yet cleared, amounts to 104,000 bales, against 145,000 bales last year. Of the current week's total, 17,000 bales are for Great Britain, 14,000 bales for Germany, 10,000 bales for France, 14,000 bales for the rest of the Continent, and 5,000 bales coastwise. The same authority makes the quantity of cotton in sight since August 1 as follows:—

	This year	Last year
	Bales	Bales
Aggregate port receipts	7,584,000	8,478,000
Net overland	578,000	548,000
Southern consumption	2,580,000	3,813,000
Excess interior stocks	953,000	450,000
Total in sight to date	*13,397,000	13,970,000
Brought into sight during the week	124,000	185,000
Northern spinners' takings since August 1	948,000	1,011,000

* Includes 722,000 bales excess Southern mill takings over consumption, against 709,000 bales last year

ARGENTINE ESTATES OF BOVRIL

INCREASED PROFIT

THE PREFERRED ORDINARY DIVIDEND RIGHTS

REASONS FOR THE BONUS SHARE SCHEME

LORD LUKE'S SPEECH

The TWENTY-SECOND ORDINARY GENERAL MEETING of the shareholders of the Argentine Estates of Bovril, Limited, was held yesterday at the company's offices, 160, Old-street, London, E.C.

LORD LUKE of PAVENHAM, K.B.E. (the chairman of the company), presided.

The SECRETARY (Mr. J. H. Crisp) read the notice convening the meeting.

The CHAIRMAN, in moving the adoption of the report and accounts, said:—Gentlemen,—With your permission, I will take the report and accounts as read, and will now proceed to go over some of the outstanding changes in the accounts as compared with the previous year.

THE BALANCE-SHEET FIGURES

On the debtor side of the balance-sheet you will find the issued Preference capital increased to £500,000, this being due to the issue of 311,470 shares early last year, when these Six per Cent. Preference were offered at par and over-subscribed. The proceeds of this issue were utilized, in the first place, to redeem the balance of the Five-and-a-Quarter per Cent. Debentures. This debenture issue, which was originally one of £450,000, had been reduced to £198,700, and we redeemed the balance in July last. It was a considerable convenience to have these redeemed, as they were secured upon our landed estates, and we incurred considerable expense from time to time in releasing comparatively small areas as and when we made sales. We at the same time arranged with the redeemable debenture stockholders that their consent would not be required in future as regards the portion of the estates concerned. You will notice that this debenture stock was reduced from £200,000 to £175,000, which was due to the redemption of certain debentures the holders of which desired repayment.

On the credit side of the balance-sheet you will notice that the item that was last year classed under the heading of "Land, Factories, Buildings, Machinery, Plant, Flotilla, and Interest in Associated Estates," has, in the present balance-sheet, been divided into the three first items on that side. This has been done to meet the requirements of the new Companies Act. As we have nothing in our accounts under the heading of "Goodwill" we have no figure to disclose.

"Cash in hand and at bankers," at £208,576, may seem an unnecessarily large figure, but the fact is that the £1 call on the Preference was due for payment on September 30, the last day of our financial year, while a portion of the money was not utilized till after the beginning of October.

I should mention that the £10,870 under the heading of "Calls in arrear" is explained by the fact that the call came so close up to the end of our financial year. The balance of these calls has since been paid.

PROFIT AND LOSS ACCOUNT

In the profit and loss account you will notice that the amount carried to reserve for depreciation, &c., £12,500, is the same, bringing that fund up to £137,500.

The profit, at £74,521, shows an improvement over last year of £9,607. Out of this we have met the interest on the Five-and-a-Quarter per Cent. Debentures for the portion of the year prior to redemption. During the present year there will, of course, be no payment on the Five-and-a-Quarter per Cent. Debentures, and there will be a reduction in the payment on the Six per Cent. Redeemable stock.

In the profit and loss appropriation account you will notice that we have written off the whole of the expenses of the issue of the new Preference shares, and also met the premium on the redemption of our debenture stock. The dividend requirement of the Preference shares will now amount to £30,000, and this Preference dividend and 8 per cent. on the Preferred Ordinary, including the new bonus shares, will require £71,400 in a full year after April 1. We have not yet earned enough to meet that total, but we are approaching it, and we also have a considerable reserve in our carry-forward, so that we hope to provide regular annual dividends for the Preferred Ordinary. However, it is obvious that we are not earning sufficient to pay both these dividends and also arrears, and that explains why we shall put before you to-day the bonus share scheme you have already been advised of. That scheme will be dealt with at a meeting following this, but I am quite willing to answer any questions with regard to it at this meeting.

BONUS SHARE OFFER TO PREFERRED ORDINARY SHAREHOLDERS

The Preferred Ordinary shareholders are to be asked to accept a bonus of one share in eight on condition that they forgo their right to dividend from January 1, 1928, to December 14 last, and it is proposed that dividend should accrue on these new shares from to-morrow, April 1.

The business of the company has shown an improving tendency as regards profits. Of course, the largest portion of our profit is earned by the factory, which provides a large proportion of the raw material for Bovril.

The cattle on our estates are run on joint account with Bovril Limited, and a good many of the shareholders of Bovril Limited are also shareholders in this company. It is so recently that I spoke to the Bovril shareholders that I must avoid repeating myself to such of you as are also shareholders in that company, but if any shareholder of Argentine Estates of Bovril Limited would like a copy of the report of the Bovril meeting, the secretary will be pleased to supply or send one.

LORD STANLEY of ALDERLEY, K.C.M.G., seconded the motion, which was carried unanimously.

On the motion of Mr. CECIL MALLET, seconded by Mr. H. J. ROBERTSON, the chairman was re-elected as a director of the company.

The auditors (Messrs. Jackson, Pixley and Co.) were reappointed.

The CHAIRMAN then proposed a vote of thanks to Mr. Ellison, the general manager on the estancias and in Buenos Aires, Mr. Baggott, the factory manager, and the staff in Santa Elena and on the estates, and also to Mr. Christian and his section of the staff in Buenos Aires for all their work in the past year.

Mr. C. MALLET seconded, and the resolution was carried.

INCREASE OF CAPITAL APPROVED

Subsequently a Meeting of the Holders of the Preferred Ordinary Shares was held, LORD LUKE of PAVENHAM again presiding, when resolutions were submitted for the increase of the capital of the company to £1,550,000 by the creation of 50,000 additional Preferred Ordinary shares of £1 each and, for the sum of £57,500, part of the reserve fund being capitalized and appropriated to the holders of the existing Preferred Ordinary shares, to be distributed as fully paid amongst the existing holders at the rate of one fully-paid share for every eight shares held by them in the company.

The Chairman, in moving the adoption of the resolutions, said:—The circular dated March 21, which you received with the notice of this meeting, explained the scheme that is now before you, and I do not propose to take up your time by again explaining the details, but if any of you wish further information I shall be very pleased to endeavour to give it to you.

You are aware that no interest accrues on arrears of dividend, but the new shares you are to receive will, of course, carry a cumulative dividend at the rate of 8 per cent. from to-morrow, April 1.

REVALUATION OF ENTRE RIOS ESTATES

I should point out that the revaluation of the Entre Rios Estates, mentioned in the circular of March 21, does not appear in the balance-sheet submitted to you to-day, as the revaluation is dated October 1, 1929. The addition to the value of the estates is just over £180,000—only £57,500 of this sum being utilized for the purpose of these new shares. I should mention that the valuation was in Argentine dollars, and these have been exchanged at the par of exchange into sterling; they were taken at that exchange, as it was so close to the actual rate of exchange on October 1 and seemed a suitable rate to adopt for this purpose.

Mr. C. MALLET seconded, and the resolutions were carried unanimously.

A separate Meeting of the Holders of the Ordinary Shares was held, when resolutions approving the increase of the capital were carried unanimously.

An Extraordinary General Meeting of all the shareholders of the company followed, and the resolutions passed at the separate meetings of the shareholders were approved.

STOCK EXCHANGE PRICES

SETTLEMENT DATES

Ticket ..	To-day	April 22	May 6
Pay-day ..	April 3	April 24	May 8

BRITISH FUNDS, &c.

Highest and Lowest, 1929		Name of Security	Closing Prices		Rise or Fall
56⅝	52	Consols, 2½% ..	56½	56¼	-⅛
88 16/32	81⅜	Do., 4% ..	88⅛	88¾	-⅛
103¼	99 16/32	War Loan, 5% ..	102 15/32	103 1/32	..
101⅞	99½	Do., 4% ..	100⅞	101⅛	-⅛
91¾	82½	Fdg. Loan, 4% ..	91⅛	91⅝*	-⅛
95½	90	Victory, 4% ..	94⅝	94⅞	-⅛
95⅝	90	Do., Sm. Bds. ..	94¾	94⅞	-⅛
80¼	72 16/32	Conversion, 3½%	78⅝	78⅝	-⅛
100	93	Do., 4% ..	99⅝	99⅞	-⅛
100½	99 16/32	Treas., 5% '30	100¼	100⅜	..
101⅝	97¼	Do., 5% '38-45	101⅜	101⅞	-⅛
100	95½	Do., 4½% '30-32	100⅜	100⅝	..
98 13/32	94⅜	Do., 4½% '32-34	100⅜	100⅝	-⅛
97½	93⅝	Do., 4% '31-33	99½	99⅝	-⅛
60¼	55	Irish Land, 2¾%	59	60	-¼
66	60¼	Do., 3% ..	65¼	66¼	-¼
65 15/16	60	Local Loans, 3%	65⅜	65⅞	-⅛
84¾	80	Tvaal 3% '23-53	82	84	..
266	239	Bank of England	255	258*	-1
82⅛	77¼	Egyptian, 5% ..	79	81	..
71¾	60	India, 5½% ..	64	65	-½
61¼	50½	Do., 5% ..	55	56	-½
51½	44	Do., 2½% ..	46½	47½	..
101⅛	98	Do., 5% ..	101½	101¾	..
92¾	80¼	Do. 1929-50-55	86½	87½	-½
109	103 7/8	Sudan, 5½% ..	107	108	..
66⅜	60	Ldn. Cty., 3% ..	65½	66½	..
76¼	70	Do., 3½% ..	77¼	78¼	..
104⅜	99¼	Do., 5% '40-60	103	104	..
104⅛	100	Corp. of Ldn.,5%	104	105	..
65⅜	59	Met. Water,"B"	66¼	67¼	-¼
67	58⅜	Do., "A" ..	65	66	+1
85⅛	81	Met. Cons., 3% ..	86	87	..
73½	67½	Do., 2½% ..	70⅛	71½	..
64	58	Pt. of Lond., 3%			..
		" A " ..	61½	62½	..
83¼	76¼	Do., 4% " B "	81½	82½	..
100¾	93	Do., 4¼% ..	96	97	..

DOMINION AND COLONIAL

103½	98	Aust., 6% '31-41	99¾	100¼	..
99⅜	90½	Do., 5% '45-75	93½	94	..
91¾	86¼	Can., 4% '40-60	90¾	91¼	+1/4
88⅜	78⅜	Do., 3½% '30-50	84½	85	..
95¼	91 16/32	Cape, 4% '16-36	93¾	94¼	..
82⅜	78¼	Do., 3½% '29-49	82	82½	..
87½	81½	Do., 3½% '35-48	82	82½	+¼
113¾	108	G. Cst., 6% '45-70	109¾	110¼	..
104¼	99	Kenya, 5% '48-58	102½	103	..
85½	81⅝	N't'l 3½% '34-44	84¼	85¼	..
76⅞	72½	Do., 3% '29-49	76½	77	..
88	83⅛	N.S.W., 3% '32	86½	87	..
77	69¼	Do., 3½% '30-50	72¼	72¾	..
94⅝	90½	Do., 4% 1933	94½	95	..
99½	88¼	Do., 5% '45-65	93¼	93¾	..
102	92	Do., 5½% '47-57	95¾	96¼	+¼
104	98¼	N. Zeal., 5% '46	102½	103	..
97⅞	91⅛	Do., 4½% '45	96	96½	..
89⅛	82⅛	Do., 4% '43-63	84½	85	..
88⅜	84⅞	Do., 3½% '40	89½	90	..
80⅝	75	Do., 3% 1945	78¾	79¼	..
104½	98½	Nlg., 5% '47-57	100	100⅝	..
100	93	Qld., 5% '40-60	90⅜	91¼	-⅛
84	73¾	Do., 4% '40-50	76¾	77¼	-¼
104¼	98⅞	S.Af., 5% '45-75	102	102½	..
90	81½	Do., 4% '43-63	85	85½	..
99⅜	89	S.Aust.,5% '45-75	91¼	91¾	..
100⅜	97⅞	S.Rd., 5% '34-49	100¼	100¾	..
97½	85¼	Tas'a,3½% 1940	82	82½	..
99½	89	Vict., 5% '45-75	91¼	91¾	..
79¼	70	Do.,3½% '29-49	73¼	73⅝	..
99⅝	91	W.As.,5% '45-75	91¼	91¾	..
90½	86	Do.,3½% '20-55	88	88½	..
81⅝	72	Do., 4% '42-62	76½	77	-¼

FOREIGN GOVERNMENT

Making-up Prices Mar. 17		Name of Security	Closing Prices		Rise or Fall
88		Arg., 4% Rescission	87½	88½	-¼
86		Do., 4% 1900	85½	86½	..
93		Do., Port Cap, 5% ..	92½	93½	..
103¼		Austrian, 6% ..	102 15/32	104½	..
111		Belgian, 7% ..	110½	111⅞	..
95½		Berlin (City of), 6%	95¼	96¼	..
55¾		Brazil, 4% 1889 ..	55½	56¼	+¼
61		Do., 4% Rescission..	61	62	-1
69⅛		Do., 5% 1913 ..	69½	70½	+¼
82⅛		Do., 5% Fdg., 1914	82	83	..
91¾		Do., 6½% 1927 ..	91½	92½	..
59⅜		Buenos Aires, 5½% ..	59⅜	60¾	+½
83		Bulgaria, 7%	82	84	-1
97¼		Chile, 6% .. 1926	97	98	+½
90¼		Do., 5% .. 1911	90	92	..
105½		Do., 7½% .. 1922	105	107	..
99½		Chinese, 5% .. 1896	99¼	100¼	+¼
82		Do., 4½% .. 1898	81½	82½	+½
48		Do., 5% .. 1912	47	49*	..
63¼		Do., 5% .. 1913	63	64	+½
60½		Do., Shanghai-N., 5%	60	62	..
25		Do., Tientsin-P., 5%	24	28	..
30		Do., Hukuang, 5% ..	30	33	+3
114		Czechoslovakia, 8% ..	113½	114½	..
79½		Egyptian Unified ..	78	79	+½
20⅝		French, 5%	20¼	20¾	-⅛
20⅛		Do., 4%	19⅞	20⅛	..
103½		Do., 4½%	103	104	..
104¼		Greek Monopoly, 4%	60	63	..
78		Do., 5% .. 1914 ..	78	80	+1
103		Do., 7% Refugee ..	102½	103½	..
92½		Do., 6% Stabilization	92	93	..
103½		Hungarian, 7½% ..	103	104	..
17¾		Italian, 3½%	17½	18⅛	..
102⅝		Do., Cdl. Consort.,"B"	102¼	103¼	..
75¼		Japan, 4% .. 1899 ..	74¾	75¾	..
90		Do., 6% .. 1907 ..	89½	90½	..
101⅛		Do., 6% .. 1924 ..	101¼	102¼	..
95½		Tokyo (City of), 5½%	95¼	96¼	..
20		Mexican, 5%	19	21	..
84⅛		Peru, 6% .. 1928 ..	85	86	+1
110		Polish, 7%	92	93	+¼
108½		Portugal, 3%, 1st Ser.	44½	45½	+¾
44		Roumanian, 4% Cons.	48¼	49¼	..
49		Russian, 4% .. 1889 ..	1	3	..
3		Do., 5% .. 1906 ..	1	3	..
3¼		Silesian, 6% .. 1924 ..	103	104	-½
105		Turkish, 4% Unified ..	12½	13½	-¼
13		Uruguay, 3½%	65½	66½	..
66		Peruvian Corp. ..	11⅝	12⅛	..
11⅝		Do., Pref.	54¼	55¼	+¼
54½		German Potash, 7% ..	106¾	107¾	-¼
107¼		San Paulo Coffee, 7½%	94½	95½	..
95					

BRITISH RAILWAYS

88¼	Great Western ..	87¾	88½	..
—	Do., 4% Deb. ..	84	85	..
—	Do., 5% Gtd. ..	100	101	..
—	Do., 5% Pref. ..	97	98	..
52¼	L. Mid. and Scottish ..	51¾	52½	-¼
—	Do., 4% Deb. ..	82	83	-½
—	Do., 4% Gtd. ..	79	80	..
—	Do., 4% Pref. ..	73¼	74¼	-¼
10¼	L. and N. East., Def. ..	9⅞	10⅜	-⅛
31¾	Do., Pref. ..	31	31¾*	-¾
—	Do., 3% Deb. ..	60¾	61¾	..
—	Do., 4% 1st Gtd. ..	76½	77½	..
—	Do., 4% 1st Pref. ..	70¼	71¼*	-¼
—	Do., 4% 2nd Pref. ..	58¼	59¼*	-¼
64½	Metropolitan ..	64	65	..
77	Met. Dist.	76	77	..
31¼	Southern, Defd. ..	30½	31⅜	-⅛
75¼	Do., Pref.	74½	75½	-⅛
—	Do., 4% Deb. ..	82	83	..
—	Do., 5% Gtd. ..	98½	99½	..
—	Do., 5% Pref. ..	95	96	-¼
23.4½	Underground, 4% ..	23 11/32	23 7/32	..
110½	Do., Income	110	112	..

FOREIGN AND COLONIAL RAILWAYS

85½	Antofagasta, Cons. ..	86	88	+1½
—	Argentine, Gt. Western	80	82	..
—	Argentine, N. Eastern	24½	26½	-½
95½	B.A. Gt. Southern ..	93	96	..
89	B.A. and Pacific ..	88½	90½	+1
76	B.A. Western	76	77*	..
219	Canadian Pacific ..	219½	220½	+2
79	Central Argentine ..	79	80¼	..
76½	Central Uruguay ..	75½	78½*	..
18	Cordoba Central ..	15	18	-2
28	Do., 2nd Pref. ..	27	29	-½
30	Costa Rica	29½	30½	..
78	Entre Rios	78	80	+1
—	Int. Cent. America ..	29	31	..
54½	Leopoldina	53½	55½	+½
9	Mexican, 1st Pref. ..	7½	8½	..
5	Nitrate (Bearer) ..	4⅞	5⅛	..
194	San Paulo	194	198	+2½
20	United of Havana ..	18	20	-1

ELECTRICAL POWER AND EQUIPMENT

Ass. Elec. In.	27⅞	-3d	Hydro Elec.	49¾	+½
Atlas ..	28 7/16	-1½d	Johnson& Ph.	58⅞	..
Barcelona Tr.	31*	+1	Metro. Elec.	41⅞	..
B'mouth&Pt.	85⅞	..	Mex. Lt. Con.	77½	..
Brazil Trac.	47½	-1¼	Do., 1st Pf.	76	..
Brit. Insuld.	77⅛	..	Mid.Counties	29⅞	-3d
Brush Elec.	126	..	Newc'le Elec.	25⅞	-3d
Callender's ..	78⅞	..	Perak River	10⅞	..
City of Lond.	35⅜	..	Siemens ..	25⅜	..
County Lond.	47⅞	..	Teleg. Const.	23	+½
English Elec.	3.4½	..	Vic. Falls ..	3	..
Gen. Elec. ..	47⅜	+9d	Whitehall Pf.	24⅝*	..
Henley's Tel.	6⅜	..	Yorkshire ..	34⅞	..

MISCELLANEOUS

A. & E. Trad.	15⅜	+3d	Imp. Smelt.	18⅞	..
Am.Dent.Dl.	4⅜	..	Imperial Tob.	4¾	-1/32
Apollinaris	8⅝	..	Imp.Tob.Can	41⅞	..
Assd. Cement	26 1/32	+1½d	Int. Nickel ..	45¼	+⅛
AustinM.(5/-)	20 7/32	..	Krueger & T.	31¼	+⅛
Bovril, Def.	40⅜	+3d	Lever,7% Pf.	23 7/32	..
Brit. Alum.	46⅜	-6d	Leyland M. ..	3 1/32	-1½d
Brit. Am. Tb.	57⅜	..	LondonBrick	39⅞*	..
Brit. Match	27 1/32	-1½d	Manbré G.Df.	17⅞	-3d
Brit. Oil Cake	52⅞	..	Marconi Mar.	2 9/16	-⅛
Brit.Port.Cm.	2 5/16*	..	Do., Can. ..	1 5/16	-⅛
Brit. Ropes ..	4⅞	..	Marg. Union	3½	-⅛
Cab.&W. "B"	32	+1½	Mather & P.	43⅜	..
Do.,7½% "A"	62	+1½	Nairn, M.&G.	2¾	..
Do.,5½% Pf.	98	-½	Napier ..	49 4½	..
Col. Graph. ..	6¼	..	Phillips (G.)	1¼	-1/32
Crittall	1¼	..	Pinchin J'son	51 10½	..
Cr.&Bl., 1 Pf.	13⅝	-6d	Prim. H'dgs.	30⅝	..
Cunard Stm.

STOCK EXCHANGE DEALINGS—continued from page 25

GUARANTEED SHARES AND STOCKS

Gt. Western, 5% Rent-charge, 100¾ 1½ ½ 100 100 ½ ¾
Do., 5% Cons., 100¾ 100¼ ¼ ½ 100 ½ 100
Gt. W. and Gt. Cent. Railways Joint Com., 3½% 69
Gt. Western, Bristol and Exeter Joint Rent-charge, 86
L. and N.E., 4% 1st, 70¼ ¼ ½ ½ ¼ ¼ ¼

Quebec (5% Perm. Deb.) 1 to 100-102. FALL.—Minn., St. P. and S. Ste. Marie (4% 2nd Mt. Bds.) 1 to 79-84.

AMERICAN RAILS.—RISE.—Atchison, Topeka, and Santa (5% Non-Cum. Pref.) 1 to 106-109. Chicago Great Western 3 to 17-16, ditto (4% Pref.) 6½ to 47-50.

FOREIGN RAILWAYS.—RISE.—Antofagasta and B. (4% Deb.) 1 to 71-73. Arg. Gt. W. (5% Pfd.) ½ to 90½-92½. Bahia Blanca (4½% (Red.)) ½ to 80-82, do. (4½% 2nd Deb.) 1 to 82-84, B.A. and Pac. (4½% 2nd Deb.) ½ to 82-84, do. (4½% Cons. Deb.) ½ to 80-82, do. (5% Deb.) 1 to 88-90, B.A. Cent. (4½% Deb.) ½ to 73½-75½, do. (6½% Notes) ½ to 94-96, B.A. Gt. S. (5% Pf.) 1 to 87-89, do. (6% Pf.) 1½ to 104½-106½, B.A. Mid. (4% Pf.) 1 to 73-74, B.A. West. (4½% Pf.) ¼ to 71-78, Cent. Arg. (Def.) ½ to 74-76, Cent. Uruguay (6% Deb.) 1 to 90-92, Entre Rios (6% Pf.) 1 to 94-96, do. (4% Deb.) 1 to 72-74, Gt. West. of Brazil ½ to 3-3½, do. (6% Deb.) 1 to 91-93, do. (4% Debs.) ½ to 65-67, Guay. and Quito (5% Bds.) ½ to 41-44, Leopoldina (5½% Pf.) ½ to 82-84, Manila Ry. (4% "A" Deb.) 1 to 57-59, do. (3½% "B" Deb.) 1 to 35-37, Mexican Ry. (4% Debs.) 2 to 37-42, Mid. Uruguay (5% Prior L. Deb.) ½ to 80-82, Nitrate Rlys. (Deb.) ½ to 74-76, Cent. Uruguay (6% Pfd.) ¼ to 41¼-43½, do. (Def.) ¼ to 2-3, Nitrate Rly. (5% Deb.) ½ to 68-70, do. (6% Deb.) ½ to 74-76, Ottoman San Paulo (Pref.) 1 to 87-89, do. (5½% Deb.) ½ to 59-61, do. (5% Deb.) 1 to 91-93, do. (4% Deb.) ½ to 101-103, Soracabana (5½% Pref.) ½ to 34-36, Uruguay Nthn. (Deb.) 1 to 14-16, Vera Cruz Term. (4½% Debs. and Certs. of Deposit) 1 to 47-52. FALL.—La Guaira and Caracas 1 to 86-88, Un. of Havana (Pref.) 1 to 33-35, do. (5½% Cuban C. Deb.) ½ to 60½-62½.

BANKS.—RISE.—Mort. of Bogota (7% Bds.) 1 to 93-95, National Provincial (£3 pd.) ½ to 183½-187½. FALL.—Anglo-French 3d. to 14 9-15/0, Wms. Deacons ("B") 6d. to 43 0-45/0.

BREWERIES.—RISE.—Alsopp (4½% Deb.) ½ to 89-91, Barclay Perk. (3½% Deb.) 1 to 63-65, Ind Coope (5% Deb.) 1 to 89-91, Luker's (Pref.) 6d. to 18/0-19/0.

CANALS.—FALL.—Grand Junction 6d. to 15/0-17/0.

COMMERCIAL, &c.—RISE.—African and Eastn. Trade, "B" Pref.) 1/6 to 16/8-18/6, Brad. Warrant 3d. to 3/0-4/0, Brunswicke-Balke-Collender 5 to 85/0-92, Canadian Westn. Lumber 3d. to 5/9-6/9, Criterion Res. taurants 3d. to 7/0-8/0, Ever-Ready Co. (7% Pref.) 3d. to 28/6 29/6, Gillette Safety Razor 1½ to 24/6-26/6, International Match (Pfdtge. Pref.) 2 to 86-91, Internat. Paint and Comp. ½ to 17½, Kreuger and Toll (Participat. Debs.) ¼ to 32-3, Margarine Unie (Ord. Sub. Shares) ½ to 3½-3¾, Nestlé Condensed Milk (8% Pref.) ½ to 17½-17¾, P.C.T. Constructn. (7% Pref.) 3d. to 20/0-21/0, Prov. Cine. Theatres (7½% "A" Pref.) ½ to 1½-1¾, ditto (6% Deb.) ½ to 93-93½, Savoy Hotel (7% Pref.) ½ to 13½-13¾, Vocalion Gram. ½ to 1½-1¾. FALL.—Amer. Smelting 1 to 875-80, Brit.-Amer. Tobacco (Ord. Bearer) ½ to 2¼-2¾.

ELECTRIC POWER.—RISE.—Canadian General Electric 20 to 300-350, Montreal Light, Heat and Power 1 to 139-144.

FINANCIAL, LAND.—RISE.—Argentine Estates of (Warrants to Bearer) 1½d. to 37/9-38/3, Java Investment Trust ½ to 7½-7¾.

FINANCIAL TRUSTS.—RISE.—Mercantile Invest. and Genl. (4% Deb.) ½ to 74-76, Premier Invest. 7½ to 160-170, S. African Gold (6% Pref.) 3d. to 17/9-18/6.

IRON, COAL, AND STEEL.—RISE.—Pearson and Knowles (5% Inc. Deb.) 2 to 20-25, Steel of Canada (8% Bds.) 2 to 104-109, Vickers (5½% Deb.) 1 to 97-100.

OIL.—FALL.—Mexican Eagle (8% Pref.) 3d. to 15/0-15/6, "Shell" Transpt. (Ord. Bearer) ½ to 45½-47½.

RUBBER.—RISE.—Rani Travancore ½ to 9/6-9¾, Sungei Way 5/8 to 5/13-6/3. FALL.—Dumont Coffee (7½% Pref.) ½ to 2-3.

TELEGRAPHS AND TELEPHONES.—RISE.—Amer. Tele. and Telegraph 15 to 265-275; Int. Tele. and Telegraph 1 to 64-66. FALL.—Anglo-Portuguese ½ to 1½-1¾.

TRAMWAYS AND OMNIBUS.—RISE.—Brazil Tractn., L., and P. (6% Pref.) 20 to 140-160, London and Suburban Tractn. (4½% 1st Deb.) 3½ to 60-62½.

WATER WORKS.—RISE.—East Surrey (4% Cons. Deb.) 1 to 78-81, ditto (6% Deb.) 1 to 98-101, Montevideo 2 to 120-125.

STAFF PENSION SCHEMES

PLAN FOR THE LANCASHIRE POWER COMPANY

Particulars are announced of a scheme for pensions and life assurance for the benefit of the employees of the Lancashire Electric Power Company which has been secured by a contract with the Legal and General Assurance Society.

The plan is a contributory one, and membership is open to employees on the permanent staff over 18 and under 65 years of age, irrespective of their state of health, provided that not less than 75 per cent. join the scheme. It will be a condition of employment for all those entering the service of the company after the inception of the scheme from to-day, April 1, that they must join at the expiration of three months after their entry into the company and attainment of the age of 18.

The contributions of the staff will cover only a portion of the annual cost, the balance being payable by the company, which will also pay all the premiums for providing pension benefits in respect of past services. This arrangement will be applicable only to those employees in the company's service on March 31, 1929, who joined the scheme on or before March 31, 1930. Besides ensuring a pension from the age of 65, based on the annual salary or wage for each year of contributing service, life assurance, also based on the salary earned, will be provided to cover the risk of the death of an employee while in the service of the company or after he has retired on pension. The annual pension payable from the age of 65 for each year of contributing service rises from £1 in the case of employees earning £130 and less to £20 in the case of those earning £951 and more, while the life assurance similarly ranges from £100 to £800 and the employees' weekly contribution from 1s. to 20s.

The Legal and General has, it is understood, aimed at providing a pension scheme for manufacturing, commercial, and utilities companies which should be equal to, and as flexible as, an internal pension fund, while carrying with it the guarantee of a substantial insurance institution. In all, six schemes of similar type which have been arranged by the society are being put into effect during the present month.

METALS AND MINERALS

LONDON, March 31.—COPPER.—The standard market was quiet. On balance cash was 11s. 3d. and three months 1s. 3d. lower. Sales, 500 tons; early April, £71; late April, £70 10s. to £70; June, £69 to £68 15s.; and three months, £68 10s. to £68 5s. Settlement price, £71 2s. 6d. The afternoon market was idle. Refined sorts remained steady and unchanged. Stocks of refined copper in warehouse have decreased 137 tons on the week to 2,367 tons, while stocks of rough have increased 50 tons to 4,678 tons.

TIN.—Eastern advices gave 175 tons sold on Saturday £172 7s. 6d. and 250 tons to-day at £172 17s. 6d. c.i.f., the last one showing an advance of 20s. from Friday. The market here remained steady, and on balance cash was 15s. and three months 12s. 6d. higher. Sales, 900 tons; cash, £170 10s. to £171 10s. to £170 15s.; April, £170 10s. to £171 7s. 6d. to £171 5s.; June, £172 10s. to £172; and three months, £172 12s. 6d. to £172. Settlement price, £170 15s. In the afternoon June sold at £172 10s. to £172 12s. 6d. and three months at £172 10s. to £172 12s. 6d. to £172 5s. English common tin closed steady at £171 10s. Stocks of tin in London warehouses increased 37 tons on the week to 1,232 tons and Liverpool stocks 316 tons to 14,255 tons.

LEAD was steady, near and forward closing unchanged. Sales, 900 tons: April, £18 7s. 6d. to £18 15s.; June, £18 17s. 6d. to £18 16s. 3d.; and July, £18 18s. 9d. to £18 17s. 6d. Settlement price, £18 17s. 6d. No business was done in the afternoon. English steady at £20 10s.

SPELTER was in fairly liberal supply, and near and forward closed 2s. 6d. lower. Sales, 600 tons; April, £18 11s. 3d.; May, £18 15s.; June, £18 17s. 6d. to £18 18s. 9d.; and July, £19 1s. 3d. Settlement price, £18 10s. In the late trading May sold at £18 13s. 9d. to £18 7s. 6d., South Wales. ZINC SHEETS.—English quiet at £28 10s. per ton, ex works. ALUMINIUM.—Ingots and bars for home delivery, £95 per ton. ANTIMONY.—English regulus, £40 to £46 10s.; foreign, spot, £29 10s. per ton, ex warehouse. NICKEL was maintained at £170 per ton. WOLFRAM.—Straits, 28s. to 28s. 6d. per unit c.i.f. PLATINUM.—Refined, £10 10s. to £10 12s. 6d. per oz. QUICKSILVER unaltered at £22 17s. 6d. per flask, full terms.

The official closing quotations:—COPPER, cash, £71 2s. 6d.; three months, £68 6s. 3d. TIN, cash, £170 12s. 6d.; three months, £172 5s. LEAD, near, £18 16s. 3d.; forward, £18 16s. 3d.; SPELTER, near, £18 8s. 9d.; forward, £18 18s. 9d.

OFFICIAL CLOSING QUOTATIONS

	To-day	Prev. day
COPPER—	£ s. d.	£ s. d.
Std. cash	71 0 0 to 71 5 0	71 12 6 to 71 15 0
Three mths.	68 5 0 — 68 7 6	68 10 0 — 68 12 6
Electrolytic	83 10 0 — 84 5 0	83 10 0 — 84 5 0
Wire bars	84 5 0 — 84 5 0	— — —
TIN—		
Std. cash	170 10 0 — 170 15 0	169 15 0 — 170 0 0
Three mths.	172 2 6 — 172 7 6	171 5 0 — 171 10 0
LEAD—		
Good soft pig, nrt.	18 16 3 — 18 16 3	18 16 2 — 18 16 3
SPELTER*	18 8 9 — 18 18 9	18 11 3 — 19 1 3

* Nominal for shipment during the current and third following month.

SEEDS AND OILS

LONDON (THE BALTIC EXCHANGE), March 31.—LINSEED was in quiet request at irregular prices. Calcutta, April-May and May-June, to London, £18 11s. 6d., sellers. Bold Bombay, similar positions, £19 17s. 6d., sellers. La Plata, afloat and June, to Hull, £17 15s., sellers. RAPESEED was quiet. Toria, April-May and May-June, to Hull-Continent, £15 10s., sellers. COTTONSEED was steady. Egyptian (stack, April, £7 10s., sellers; May, £7 14s. 9d.; June, £7 17s. 6d., sellers. Sakellaridis, Bombay, April-May, £6 10s., sellers. GROUNDNUTS were steady. Coromandel (machined), April-May, to Rotterdam-Hamburg, £16 1s. 3d. to £16 2s. 6d.; May-June, £16 3s. 9d.; July-Aug., £16 6s. 9d., sellers. PALM KERNELS were firm. To Hamburg, April-May, £15; May-June, £15 5s.; June-July, £15 8s. 9d., sellers. CASTOR SEED was quiet. Bombay, April-May, to Hull, £15 10s., sellers. LINSEED OIL was steady at occasionally 1s. per ton decline. Spot, ex mill, £40 10s.; April, £38 15s.; May-Aug., £38; Sept.-Dec., £37 15s., naked. RAPE OIL was firm, and 10s. per ton higher. Crude extracted, £37; technical refined, £39 10s., naked, ex wharf. COTTON OIL was steady. Egyptian crude, £28; refined common edible, £32 10s.; deodorised, £34 10s., naked, ex mill. TURPENTINE was quiet. Americn, spot, 42s. 9d.; April-May, 43s., Russian, spot, 40s. 3d. per cwt.

HULL, March 31.—LINSEED OIL, spot to April, £40 to £39; Sept.-Dec., £38 15s. COTTON OIL, Egyptian crude, spot, £28 5s.; edible refined, spot, £31 5s.; technical refined, £36 10s., naked, ex wharf. COTTON CAKE, Egyptian, £7 5s. PALM KERNEL OIL, Lagos, spot, £33 5s. PALM KERNEL CAKE, Lagos, spot, £15 5s. per ton. GROUNDNUT OIL, crushed-extracted, spot, £32; deodorised, spot, £37. SOYA OIL, extracted and crushed, spot, £30 10s.; deodorised, spot, £34. RAPE OIL, crushed-extracted, spot, £36 10s.; refined, spot, £37 10s. per ton. TURPENTINE, spot, 42s. 9d. per cwt. but cash terms, ex mill.

HOME COMMERCIAL MARKETS

GRAIN AND FARM PRODUCE

LONDON (THE BALTIC EXCHANGE), March 31.—WHEAT.—(The cargo) market was steady in sympathy with the week-end advices from North and South America and quotations were occasionally 3d. per qr. higher. Buyers, however, continued reserved. For a part cargo of West Australian, per Silsian, afloat, Italy paid 39s. 9d., while sale on Saturday 2,900 tons of North Russian, per Tilly L. M. Ross, shipping-shipped, made 37s. to U.K. For a cargo of No. 1 and No. 2 hard winter (Gulf), April, 40s. 3d and 39s. 3d. was asked respectively, and 40s. 6d. for Pacific white, April. Roseafe (62¼lb.), March-May was held for 38s. 6d., and Barusso (62lb.), for 37s. 3d. For Australian, on the way, 40s. was required. Parcels were in quiet request. At the opening La Plata was firmer owing to the improvement in the Argentine exchange rate, but this advance was counterbalanced by free offers of Manitoba and Russian, and lower initial Argentine cables. No. 1 Northern Manitoba (Vancouver), per Hartbridge, afloat, sold at 41s.; No. 2, per Dinteldijk, due, at 41s. net; Rosafe (62¼lb.), per Dinteldijk, due, at Barusso (62¼lb.), per Collingham, afloat, at 37s.; Port Gisborne, April, at 39s.; West Australian, per Karachi, May-June, at 40s.

The wheat futures market closed steady and 3d. over Saturday's close.

Per 480lb.	Opening values	1.15 values	3.15 call	Closing values	Prev. closing values
	OLD CONTRACT				
	s. d.	s. d.	s. d.	s. d.	s. d.
March	40 6	40 0	40 0	40 3	39 9
May			39 7		
	NEW CONTRACT (London grade of milling quality)				
March	35 6		35 0	35 3	
May	36 0	35 6	35 6	36 0	35 3

* MAIZE had a quiet market and quotations were about 3d. per qr. easier. La Plata, May and June, offered at 25s. 9d. Parcels were obtainable at partially 3d. per qr. better on the day. La Plata, Feb.-March, sold at 26s. 9d., 26s. 10½d., and 26s. 9d.; May-June at 24s. 1½d. to 24s. 6d. Avonmouth paid 26s. 6d. for cold and new) per Fotis, shipping-shipped, while to Liverpool, 26s. 3d. was paid per Bronte, afloat; 25s. 6d. for expected April 5 sailing, and 24s. 4½d. for May-June.

BARLEY remained quiet. South Russian, per Polyktor, afloat, sold at 17s. 3d.

OATS continued in small demand. German (on good samples), afloat, made 15s. 3d.

At MARK-LANE a fair amount of business was done. Wheat was firm. English was maintained at 37s. 6d. to 38s. 6d. per 504lb. Foreign descriptions met a fair inquiry at 3d. to 6d. advance. No. 1 Northern Manitoba (Vancouver), ex ship, 43s. 6d.; No. 2, 43s.; No. 3 Manitoba, 43s. 9d.; No. 3 (Vancouver), 42s. 6d.; No. 4 Manitoba, Roumn. (62¼lb.), 40s. Barusso (62¼lb.), 39s. 3d., and Australian, 42s. 6d. to 43s. per 496lb. Flour was steady at late rates. London straights, 35s. to 36s., and country straights, 29s. to 31s. per 280lb. Maize was steady and 3d. higher. No. 2 hard winter (Gulf), April, 40s. 3d and 39s. 3d. was asked respectively, and 40s. 6d. for Pacific white, April. Roseafe (62¼lb.), March-April was held for 38s. 6d., and Barusso (62¼lb.), for 37s. 3d. For Australian, on the way, 40s. was required. Parcels were in quiet request. At the opening La Plata was firmer owing to the improvement in the Argentine exchange rate, but this advance was counterbalanced by free offers of Manitoba and Russian, and lower initial Argentine cables. No. 1 Northern Manitoba (Vancouver), per Hartbridge, afloat, sold at 41s.; No. 2, per Dinteldijk, due, at 41s. net; Rosafe (62¼lb.), per Collingham, afloat, at 37s.; Port Gisborne, April, at 39s.; West Australian, per Karachi, May-June, at 40s.

The wheat futures market closed steady and 3d. over Saturday's close.

Per 480lb.	Opening values	1.15 values	3.15 call	Closing values	Prev. closing values
	OLD CONTRACT				
	s. d.	s. d.	s. d.	s. d.	s. d.
March	40 6	40 0	40 0	40 3	39 9
May			39 7		
	NEW CONTRACT (London grade of milling quality)				
March	35 6		35 0	35 3	
July	36 0	35 6	35 6	36 0	35 3

* MAIZE had a quiet market and quotations were about 3d. per qr. easier. La Plata, May and June, offered at 25s. 9d. Parcels were obtainable at partially 3d. per qr. better on the day. La Plata, Feb.-March, sold at 26s. 9d., 26s. 10½d., and 26s. 9d.; May-June at 24s. 1½d. to 24s. 6d. Avonmouth paid 26s. 6d. for cold and new) per Fotis, shipping-shipped, while to Liverpool, 26s. 3d. was paid per Bronte, afloat; 25s. 6d. for expected April 5 sailing, and 24s. 4½d. for May-June.

BARLEY remained quiet. South Russian, per Polyktor, afloat, sold at 17s. 3d.

OATS continued in small demand. German (on good samples), afloat, made 15s. 3d.

At MARK-LANE a fair amount of business was done. Wheat was firm. English was maintained at 37s. 6d. to 38s. 6d. per 504lb. Foreign descriptions met a fair inquiry at 3d. to 6d. advance. No. 1 Northern Manitoba (Vancouver), ex ship, 43s. 6d.; No. 2, 43s.; No. 3 Manitoba, 43s. 9d.; No. 3 (Vancouver), 42s. 6d.; No. 4 Manitoba, Roumn. (62¼lb.), 40s. Barusso (62¼lb.), 39s. 3d., and Australian, 42s. 6d. to 43s. per 496lb. Flour was steady at straights, 29s. to 31s. per 280lb. Maize was steady and 3d. higher. No. 1 and No. 2 hard winter (Gulf), April, 40s. 3d and 39s. 3d. was asked respectively, and 40s. 6d. for Pacific white, April. Roseafe (62¼lb.), March-April was held for 38s. 6d., and Barusso (62¼lb.), for 37s. 3d. For La Plata, landed, 25s., and ex ship, 28s. per 480lb. Barley was nominally unchanged. English malting, 28s. to 40s.; Chilean brewing, ex store, 33s. to 37s., and Smyrna, landed, 34s. to 36s. per 448lb. Persian, landed, 26s. 6d. to 29s. per 400lb. Oats were quietly steady. English, 35s. to 39s.; and Scotch, 44s.; German, 27s.; South Russian, 14s. 3d.; North Russian, 13s. 6d.; Chilean tawny, landed, 21s. per 320lb. Wheat feed.—Middlings, 5s. 1½d. to 5s. 4½d.; fine middlings, 7s. 4½d.; bran, 5s. 3½d. to 5s. 4½d.; and broad bran, 5s. 4½d. to 5s. 6d. per 112lb. Oatmeal was steady. Fine Middlothian, 25s.; Aberdeen, 14s.; American and Canadian rolled oats, 16s. 3d.; and Continental, 12s. 3d. to 12s. 6d. per cwt.

LIVERPOOL, March 31.—WHEAT.—Shipment parcels were quiet but steady, with Russian sorts freely offered. No. 1 N. Manitoba, April, was quoted at 41s.; No. 2, 40s. 10½d.; No. 3, 39s. 9d.; No. 5 Manitoba, 37s. 1½d.; No. 6, 28s. 9d.; No. 2 hard winter, Gulf, April, afloat, 37s.; 62¼lb., 38s. 6d.; and Australian, afloat, 38s. 6d. The only sale reported was of No. 1 N. Manitoba, arrived, at 41s. 9d. to Manchester. Spot parcels were quiet and unchanged at 1d. per cental lower. Grades and sympathy with steady Buenos Aires and Chicago advices, but afterwards gave way on reports of sales of North and South Russian wheat to the U.K. and Continent, further offerings from the source, together with a poor demand in the afternoon there was a further relapse, following lower Argentine and American cablegrams, and the market closed easy at the lowest prices of the day, showing a net loss of 1½d. to 2d. per cental. Sales were 200 loads. Tenders for March totalled 1,281,741 original contracts and the amount rejected during the same period was 194,881 centals.

Per 100lb.	Opening values	Business done High'st	Lowest	Official 'nt'l prices	Closing values	Prev. Closing values
	GRADED WHEAT FUTURES					
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
March	—	—	—	7 7½	—	—
May	7 9½	7 9½	7 8½	7 9	7 8½	7 9½
July*	7 11¼	7 11¼	7 9	7 10	7 9	7 10½
Oct.*	8 0¼	7 11½	8 0	7 10½	8 0	8 0¼

* Net cash terms

MAIZE.—Shipment parcels were in moderate demand at easier prices. La Plata, due, sold at 28s. 9d.; sailing sellers of La Plata, early April, at 28s. 6d.; April-May, 24s. 6d.; May-June, 24s. 4½d.; Dan-Gal Fox March-April, 25s. 6d.; April-May 25, 25s. 6d.; April-May, 25s.; No. 2 white flat South African, April, 27s.; No. 4 flat yellow and No. 6 round yellow African, April, 26s. 6d. Spot parcels were firm with a moderate trade.

OATS.—Shipment parcels were very quiet: La Plata, f.a.q., April, 13s. 3d.; May, 13s. 6d.; and Chilean, tawny, April-May, 14s., sellers.

FLOUR was quiet but steady.

Stocks in public warehouses for the week ended March 29:

	Wheat	Maize	Barley	Oats
Liverpool	161,579	12,028	1,500	5,920
Manchester	14,979	3,672	297	1,196
Ellesmere Port	496	—	—	—
Total tons	177,054	15,701	1,797	7,126
Total last week	183,989	17,797	1,627	6,029

COTTON

LIVERPOOL, March 31.—There was some improvement in the demand for spot cotton and prices tended higher. American had a moderate sale at a rise of 4 points; middling, 8.57d. Brazilian and Peruvian also advanced 4 points; Pernam fair, 8.12d.; f.f. smooth, 9.23d., and f.f. Tanguis, 9.32d. Egyptian were unchanged to 5 points higher; f.g.f. Sakellaridis, 14.25d., and f.g.f. Upper, 8.57d., and g.f. East, 9.22d. East Indian improved 5 points; fine m.g. Broach, 6.35d., and fine No. 1 Oomra, 5.70d.

American futures opened steady at a rise of 2 to 3 points and showed a hardening tendency during the morning due to local and Continental buying and a scarcity of offerings. At midday values were 2 to 4 points up. Some irregularity was noticeable in the afternoon, but realizing and straddle reversing were offset by shorts covering and spinners calling, while in the late dealings higher New York advices had a stimulating influence. The close was steady at 6 to 9 points advance. Tenders, 4,000 bales on new dockets. Liverpool closing prices:—May, 8.29; July, 8.32; Oct., 8.32; Jan., 8.37. New York 11 a.m. prices:—May, 16.07; July, 16.02; Oct., 15.68; Jan., 15.89.

Egyptian futures.—Sakellaridis contracts opened 2 points higher and further improved on shorts covering and speculative buying, closing steady at a rise of 13 to 15 points. Tenders, one new docket. Closing prices:—April, 13.54; May, 13.55; June to Sept., 13.47; Oct., 13.33; Nov., 13.36; Dec., 13.37; Jan., 13.46; Feb., 13.59; March and April, 13.58. Upper contracts closed steady and 11 to 22 points higher on the day. Tenders, four new dockets. Closing values:—April, 10.07; May, 10.15; June, 10.16; July to Sept., 10.18; Oct., 9.94; Nov., 9.93; Dec. and Jan., 10.03; Feb., 10.08; March and April, 10.18.

Empire futures finished quietly steady at an advance of 5 to 9 points. Closing prices:—April, 8.15; May to July, 8.16; Aug., 8.09; Sept., 8.11; Oct., 8.17; Nov., 8.16; Dec., 8.22; Jan. to April, 8.24.

Descrip-tion	Sales To-day	Sales So far this week	Exports To-day	Exports So far this week	Imports To-day	Imports So far this week
American	3,500	4,850	—	100	—	2,672
Brazilian, &c.	1,000	1,300	500	500	—	—
Peruvian, &c.	500	800	—	—	—	—
African, &c.	200	300	—	—	—	—
Egyptian, &c.	800	1,650	—	—	—	5,227
E. Indies, &c.	—	100	—	—	—	672
Totals—						
This week	6,000	9,000	500	600	Nil	8,571
Last week	5,000	8,000	100	300	Nil	3,301
Amer. Futures	To-day			Previous day		

Delivery	Highst.	L'west	Closing	Highst.	L'west	Closing
April	—	—	8.25	8.15	8.15	8.19
May	8.30	8.25	8.29	8.22	8.19	8.22
June	—	—	8.30	—	—	8.22
July	8.33	8.25	8.32	8.24	8.20	8.23
August	—	—	8.32	—	—	8.24
September	8.30	8.30	8.31	—	—	8.24
October	8.32	8.26	8.32	8.25	8.21	8.25
November	8.30	8.30	8.33	—	—	8.25
December	8.32	8.31	8.35	8.27	8.25	8.28
January	8.38	8.33	8.37	8.29	8.27	8.30
February	—	—	8.39	—	—	8.32
March	8.40	8.38	8.43	—	—	8.36
April	—	—	8.45	—	—	—

The Alexandria General Produce Association quote fully good fair futures (in 100ths of a dollar per cantar of 99.05lb.) as follows:—

	To-day	Previous close
	1st report	Close	
Ashmouni, April	19.40	19.40	19.40
,, June	19.92	19.96	19.92
Sakellaridis, May	28.21	28.19	28.21
,, July	28.15	28.20	28.21
,, November	28.54	28.82	28.66

Receipts to-day, 6,128 bales, against 3,700 a year ago.

WOOL

LONDON, March 31.—It has been decided to close the present series of Colonial wool auctions on April 9, instead of April 10 as previously arranged. At the sale to-day catalogues representing 8,300 bales were brought forward. Operations were resumed on a filiarni scale, both for the home trade and Continent, and fair purchases also for account of America, at prices fully on a par with those ruling in the previous week. The Australian merino selection, covering 6,000 bales, embraced several straight-running lines of greasy, the largest clip "Peak Downs," from Queensland, comprising over 750 bales, meeting a brisk clearance, the best at 14½d.; similar descriptions of lower grade, shown in 873 bales of the "D S W/Terrick" clip, sold readily, the best lots at 11½d.; another long string of greasy from South Australian "Bulgunnia," containing about 450 bales, all met ready buyers, the best combing at 11d., while some finer grades from the "Mampa" clip sold up to 14½d.; a like value was obtained for the Victorian "Mt. Mitchell" greasy clip of about 300 bales, the best from a smaller selection marked "S/Orbister" realizing 15½d. The finest of the scoured merino was represented in a fair assortment under the mark "O V V/Greenhills" from Queensland, which made 37d. The greasy and slipe crossbreds in London last week, 18 tons; delivered, 27; stock, 981 tons, against 1,120 tons a year ago. White.—Landed, nil; delivered, 96 tons; stock, 678 tons, against 493 tons a year ago. Cloves firm: Zanzibar, spot, quoted 11¾d.; March-May, 12½d.; May-July, 11¾d. Landed, 124 bales; delivered, 190; stock, 2,851 bales, against 3,725 bales a year ago.

RUBBER.—Plantation grades were dull and easier. Smoked sheet, spot and April, sold from 7½½d. to 7½d. per lb., and sellers; May, from 7½½d. to 7½d., and sellers; June, from 7½d. to 7⅝d., and sellers; July-Sept., from 8¼d. to 8d., and sellers; Oct.-Dec., from 8¾d. to 8½d., and sellers; crepe, spot, from 7½d. to 7½d., and value. Fine grades unchanged; hard fine, spot, quoted 8½d., sellers. Landed in London last week, 2,093 tons; delivered, 1,261; stock, 60,233 tons, against 58,077 tons a year ago and 58,197 tons in 1928. Landed in Liverpool, 1,433 tons a year ago.

GAMBIER was quiet, good marks, March-April, quoted 27s. 6d. per cwt.—sellers, c.i.f.

SHELLAC.—The spot market was quiet: T N Orange, basis fair, quoted 122s. 6d. per cwt.; A C 150s., sellers. Futures were easier; T N, May delivery, quoted 110s., sellers. Any delivery sold at 119s. Shipment market quiet; T N, to basis, March-April, quoted 118s., sellers; April and May, Rs.55, sellers. Bombay.

HEMP.—Manila receipts last week amounted to 29,000 bales against 23,000 bales a year ago. Estimates for this week and next 28,000 bales and 34,000 bales respectively. The market was steady but quiet; grade J, April-June, April-June quoted £29 5s., buyers; J, March, sold at £29 15s.; value; No. 2 sold at £25 5s.; M, No. 1, quoted £25 15s., buyers; No. 2, £24, value, c.i.f. African sisal steady; Tanganyika and Kenya No. 1, good marks, March-May, quoted £34 5s., value; f.a.q., £33 15s., buyers, c.i.f. Mexican unchanged.

JUTE.—Futures opened firm and 7s. 6d. to 10s. per ton dearer on better Calcutta cables and reserve of sellers. The market became easier later under freer offers and withdrawal of support; prices closing 2s. 6d. to 7s. 6d. per ton below the best. First marks, March-April, sold from £24 17s. 6d. to £24 15s., and sellers; April-May, from £24 17s. 6d. to £25 to £24 12s. 6d., and value; May-June, at £24 17s. 6d. to £24 15s., and sellers; new crop, Aug.-Sept., from £26 15s. to £26 7s. 6d., and sellers; Sept.-Oct., quoted £26 7s. 6d., and sellers; Dec.-March-April, and April-May value; Tossa, two and three, April-May, £23 15s., value. Calcutta cable dated March 31 gives Rs.29, value, spot, quoted Rs.49, value; lightnings sold at Rs.48 8s., and buyers.

HESSIANS and TWILLS were steady; 10oz., spot, quoted 23s. 6d., April-May, 23s., value; 8oz., spot, 20s.; April-May, 20s., value, per 100 yards; Liverpool twills, April-May, quoted 8½d., sellers; B, 8¾d., sellers, c.i.f., per 100 bags.

COPRA was firm. Singapore, f.m.s., April-May, sold at £21 12s. 6d. per ton, and value; net terms, c.i.f. Rotterdam, Ceylon, f.m.s., March-April, quoted £22 10s., value, net terms, c.i.f., usual ports. Dutch E. Indies, f.m.s., April-May, sold at £21 12s. 6d. and value, c.i.f. one port. Mixed (no fat), April, sold at £20 10s., c.i.f. Marseilles. South Sea, kiln dried, sold at £20 10s., c.i.f. Marseilles.

LIVERPOOL, March 31.—SUGAR EXCHANGE.—The market opened quiet with prices unchanged at the first call. During the morning Dec. sold at 8s. 10d., and at 3.5 p.m. (call the tone was quiet with prices occasionally 1d. under the opening level. There was little variation afterwards, and the market closed dull with prices unchanged to ½d. lower on the day.

	Opening	3.5 p.m.	Closing
May	8.7½-8.8	8.6½-8.7	8.6½-8.7
Aug.	8.4½ paid	8.4-8.5	8.4-8.5
Oct.	8.7½-8.8	8.7-8.7½	8.7-8.8
Dec.	8.10½-8.10⅝	8.9⅞-8.10	8.9½ paid
Jan.	8.11-8.11½	8.10⅞-8.11	8.11-8.11½
March	9.1½-9.2	9.1-9.1½	9.1-9.2
May		9.1½-9.2	9.1½-9.2
1931	9.4½-9.5	9.4½-9.5	9.5½-9.6

PROVISIONS

LONDON, March 31.—BACON.—Demand was moderate with trading at open prices. The tone was steady. Arrivals of Continental bacon in London last week totalled 32,565 bales, of which 21,973 were Danish, 4,161 Dutch, 2,858 Swedish, and 3,773 Baltic States and Russian. The previous week's total was 32,733 bales. Ireland and Cumberland were steady, with 10lb. and short cut rolled slow at 98s. to 102s. and 92s. to 96s. per cwt. respectively. LARD was slow but steady. Irish, 60s. to 62s.; 28lb., 53s.; American, 56lb. boxes, 53s. 9d.; bladders, 84s. to 90s.; 28lb. boxes, 54s.; Danish bladders

Broadcasting

THE PROGRAMMES

"PHILIP THE KING"

The principal item in the London Regional programme this evening is a performance of *Philip the King*, a play by Mr. John Masefield, with music by Mr. Dennis Arundell. It will be produced by Mr. Peter Creswell, with Mr. Frank Birch, Miss Irene Freeman, Mr. Philip Wade, Mr. S. J. Warmington, Mr. Clinton Baddeley, Mr. Hatman Grisewood, Mr. Leslie Perrins, Mr. Malcolm Graeme Young, Miss Ethel Lodge, and Mr. Peter Grisewood in the cast.

PROGRAMMES

The broadcasting arrangements for to-day, April 1, are as follows :—

NATIONAL PROGRAMME.—1,148kc. (261.3m.) (193kc.) (1,554.4m.).

10.15 a.m. :—Service. **10.30** :—Time Signal from Greenwich : Weather. **10.45** :—The Countrywoman's Day, 13—Growing and Making Salads, by Professor V. H. Mottram. **11-11.30** :—Experimental Television. Transmission by the Baird Process.

12 :—Phyllis Hutchinson (contralto) ; Patrick J. Duffy (tenor). **12.30** :—Organ Recital. **1-2** :—Orchestra, from the Piccadilly Hotel. **2.5** :—Gramophone Records. **2.30** :—For the Schools : Music (a) A Beginner's Course ; (b) A Miniature Concert ; (c) An Advanced Course, by Sir Walford Davies. **3.30** :—Interlude. **3.35** :—Elementary French, by E. M. Stephan. **4** :—Orchestra, from the Brixton Astoria. **4.15** :—Special Talk for Secondary Schools : Modern Poetry, 6—Free Verse and the Future of Poetry, by Miss V. Sackville-West. **4.30** :—Orchestra, from the Brixton Astoria.

5.15 :—Children : Mind You're not Caught. **6** :—Readings from the Victorian Poets : R. L. Stevenson, read by Mr. V. C. Clinton Baddeley. **6.15** :—Weather ; News. **6.40** :—The Pianoforte Music of Scarlatti, played by Mrs. Norman O'Neill. **7-7.20** :—Looking Backward, 12—by Mrs. St. Loe Strachey. **7.25** :—Pioneers of Health, 5—Louis Pasteur, by Mrs. Mary Adams.

7.45 :—Haydn Draper (clarinet) ; Aubrey Brain (horn) ; Richard Newton (bassoon) ; Victor Watson (double bass) ; The Catterall String Quartet. **8-8.30** :—(**1,554.4m.** only). Making Work Worth While, 5—Skill in Industry, by Professor T. H. Pear, from Manchester. **9** :—Weather ; News ; London and New York Stock Exchange Report ; Shipping Forecast and Fat Stock Prices (**1,554.4m.** only). **9.25** :—The Progress of Music—Bach, by Dr. George Dyson ; Singer, Mr. Thomas Dance. **9.45** :—De Courville's Hour, 5 (third series), with Jack Padbury and his Cosmo Club Six. **10.45-12** :—Dance Music. **12-12.30 (261.3m.** only) :—Experimental Television Transmission by the Baird Process (Vision).

LONDON REGIONAL PROGRAMME.—842kc. (356.3m.).

11-11.30 a.m. :—Experimental Television Transmission by the Baird Process (Speech). **12** :—The Leslie Bridgwater Quintet. **1** :—Organ Recital. **2-3** :—See Midland Regional programme. **5.15** :—B.B.C. Dance Orchestra. **6.15** :—Weather, News. **6.40** :—See Midland Regional programme. **7.15** :—William Walker and Anne de Nys, with Patrick Waddington ; the Bayan Singers in Russian Folk Songs ; the Wireless Orchestra, conducted by John Ansell. **8.30** :—Problems of Personal Liberty, 8—Environment, a discussion between Dr. Cyril Burt and Mr. C. A. Siepmann. **9** :—Regional News. **9.5** :—Philip the King, a play by John Masefield, with music by Dennis Arundell, produced by Peter Creswell, with Frank Birch, Irene Freeman, Philip Wade, S. J. Warmington, Clinton Baddeley, Harman Grisewood, Leslie Perrins, Malcolm Graeme Young, Ethel Lodge, Hermione Gingold, Katherine Hynes, Arthur Goullet, Peter Grisewood, Grenville Eves, and Kenneth Tanner ; Wireless Chorus and Special Orchestra, conducted by John Ansell. **10.15-10.30** :—Weather, News. **12-12.30** :—Experimental Television Transmission by the Baird Process (Speech).

MIDLAND REGIONAL PROGRAMME.—626kc. (479.2m.).

12 :—London Regional programme. **2-3** :—The Midland Regional Orchestra, conducted by Frank Cantell. **5.15** :—Children : The Joke that Failed, a Story by Cicely Fleming ; Dance Music by Philip Brown's Dominoes Dance Band ; Jacko will Entertain ; Making Prints, a further Talk on Snapshots, by Hugo Van Wadenoyen. **6** :—See London Regional programme. **6.15** :—Weather, News. **6.40** :—Organ Recital by Dr. Harold Rhodes, relayed from Coventry Cathedral. **7.15** :—See London Regional programme. **9** :—Midland News. **9.5** :—See London Regional programme. **10.15-10.30** :—Weather, News.

ABERDEEN—995kc. (301.5m.).

10.15-10.30 a.m. :—The Daily Service. **11-12** :—Gramophone Records. **5.15** :—National programme. **7** :—See Glasgow. **7.25** :—National programme. **9.15** :—Scottish News Bulletin. **9.20-12** :—National programme.

BELFAST—1,238kc. (242.3m.).

10.15-10.30 a.m. :—The Daily Service. **2.30** :—National programme. **4.30** :—Orchestra. **5.15** :—Children. **6-12** :—National programme.

BOURNEMOUTH—1,040kc. (288.5m.).

10.15-10.30 a.m. :—The Daily Service. **12-1** :—National programme. **2.5-12** :—National programme.

CARDIFF—968kc. (309.9m.).

10.15-10.30 a.m. :—The Daily Service. **2.30** :—National programme. **5.15** :—See Swansea. **5.30** :—Children. **6** :—Mr. Lyndon Harries : Some extracts from A Welsh Schoolboy's Diary—The School. **6.15** :—National programme. **7** :—Welsh Interlude : Mr. Iorwerth Peate on Life in Bygone Wales—4, Lighting Appliances. **7.25** :—National programme. **7.45** :—A Concert in conjunction with Imperial League of Opera : Dorothy Silk (soprano) ; the National Orchestra of Wales (Leader, Louis Levitas), relayed from the Central Hall, Newport. **9** :—National programme. **9.15** :—West Regional News. **9.20-12** :—National programme.

DUBLIN—Call 2RN (413m.), 1kw.

1.30 :—Time ; Weather ; Stock Report, and Gramophone Concert. **4** :—Gramophone Records. **6.15** :—Children. **7** :—Gramophone Records. **7.15** :—News. **7.30** :—Time and Leigheacht Gaedhilge. **7.45** :—Talk. **8** :—Orchestra. **8.15** :—Lecture Recital. **8.45** :—Concert. The Station Orchestra : Folk Song Selection ; Mme. Ernt Ritter : Folk Songs. **9.15** :—Talk. **9.30** :—Concert—Soprano Solos : P. Whitehead (baritone) and Mrs. Boxwell (pianist) : Vocal and Instrumental Selections ; Bridie Moloney (soprano) ; The Station Orchestra. **10.30** :—Time ; News and Weather.

DUNDEE—1,040kc. (288.5m.).

EDINBURGH—1,040kc. (288.5m.).

10.15-10.30 a.m. :—The Daily Service. **10.45** :—See Glasgow. **4.30** :—National programme. **5.15** :—See Glasgow. **6** :—National programme. **7** :—See Glasgow. **7.25** :—National programme. **9.15** :—Scottish News Bulletin. **9.20-12** :—National programme.

GLASGOW (752kc.) (398.9m.).

10.15-10.30 a.m. :—The Daily Service. **10.45** :—Mrs. R. W. Cunston ; Managing on a Small Housekeeping Allowance—1. **11-12** :—Gramophone Records. **3.30** :—The Octet ; Nessie Jeffrey (soprano). **4.30** :—Dance Music. **5** :—Matthew Nisbet (baritone). **5.15** :—Children. **6.57** :—Weather Forecasts. **6** :—Mr. D. M. Low : A Night on the Cairngorms. **6.15** :—National programme. **7** :—Mr. A. Muir Burn : Overlooked from Underneath, from Edinburgh. **7.25** :—National programme. **9.15** :—Scottish News Bulletin. **9.20-12** :—National programme.

MANCHESTER (797kc.) (376.4m.).

10.15-10.30 a.m. :—The Daily Service. **12** :—Gramophone Records. **1.15-2** :—A Pianoforte Recital by John Mills, from Stockport Town Hall. **2.30** :—See National programme. **4.30** :—Orchestra. **5.15** :—Children. **6** :—Let's Talk Rubbish, by Councillor A. Jones. **6.15** :—National programme. **7** :—See Glasgow. **7.25** :—National programme. **9.15** :—North Regional News. **9.20-12** : National programme.

PLYMOUTH (1,040kc.) (288.5m.).

10.15-10.30 a.m. :—The Daily Service. **12-1** :—National programme. **2.30** :—See Hiwall programme. **5.30** :—Children. **6** :—National programme. **7** :—Archdeacon Whitfield Davies : The Old Fyvian House—2. **7.25-12** :—National programme.

SWANSEA (1,040kc.) (288.5m.).

10.15-10.30 a.m. :—The Daily Service. **2.30** :—National programme. **5.15** :—Children. **5.30** :—See Cardiff. **6.15** :—National programme. **7** :—See Cardiff. **7.25** :—National programme. **9.15** :—West Regional News. **9.20-12** :—National programme.

RELAY STATIONS.—**LIVERPOOL (1,040kc.) (288.5m.), LEEDS-BRADFORD (1,500kc. and 1,040kc.) (200m. and 288.5m.), NEWCASTLE (1,040kc.) (288.5m.), SHEFFIELD (1,040kc.) (288.5m.), HULL (1,040kc.) (288.5m.), STOKE-ON-TRENT (1,040kc.) (288.5m.).**

10.15-10.30 a.m. :—The Daily Service. **12-2** :—See Manchester. **2.30** :—National programme. **5.15** :—See Manchester. **6** :—National programme. **7** :—All Fools' Day, by Colonel G. R. B. Spain, from Newcastle. **7.25** :—National programme. **9.15** :—See Manchester. **9.20-12** :—National programme.

FOREIGN STATIONS

NOTE.—Hours of transmission are Greenwich Mean Time. Hours are p.m. unless otherwise stated.

BARCELONA (Radio Barcelona)—Call EAJ1 (349m.), 5kw. 7 :—International Market Prices and Exchange Quotations. **4.5** :—Talk for Women. **6.30** :—News and Trio Music. **8.30** :—Elementary English Lesson. **9** :—Chimes, Weather, Exchange Quotations. **9.10** :—Orchestral Music. **9.45** :—Literary Programme. **10** :—News. **10.5** :—Choral Concert, followed by Barcelona Exhibition Notes.

BERLIN (Konigswusterhausen) (1,635m.), 26kw. See Leipzig. **4.30** :—Talks. **7** :—The Sentimental Age—Programme on the occasion of the second centenary of the birth of Salomon Gessner. **7.30** :—Programme from Breslau, followed by Political Newspaper Review and News from Berlin (Witzleben).

BERLIN (Witzleben) (418m.), 4kw. 5 :—Tenor and Whistling solos. **7** :—The Interview of the Week. **7.30** :—Concert from the Hotel Adlon. **8** :—April-Fool programme ; followed by Political Newspaper Review, Time, Weather, News, and Sports Notes.

BERNE (403m.), 1.5kw.—6.28 :—Time and Weather. **6.30** :—Talk. **7** :—Reading, Songs, and Orchestral Selections. **8** :—Cabaret Concert. **9** :—News and Weather. **9.15** :—Orchestral Concert.

BRATISLAVA (279m.), 12.5kw.—6.5 :—Programme from Moravska Ostrava. **7** :—Relay of a Comedy from Kosice (293m.). **9** :—See Prague. **9.15** :—Popular Music. **9.55** :—Programme Announcements.

BRESLAU (325m.), 2kw., and GLEIWITZ (283m.), 4.5 :—Modern Music. **7** :—Weather ; Lecture—Talk. **7.30** :—If they had had Wireless in 1830—A possible programme. **9.10** :—See Berlin (Witzleben). **9.35** :—News. **9.55** :—Report of the Silesian Wireless Listeners' Society. **10** :—Gramophone Dance Music.

BRUNN (342m.), 2.4kw.—6 :—See Prague. **9.55** :—News and Theatre Review.

BRUSSELS (508.5m.), 1kw.—5 :—Dance Music. **6** :—Elementary French Lesson. **6.30** :—Gramophone Records. **7.30** :—Le Journal parlé. **8.15** :—Orchestral Concert—Overture, Gillette de Narbonne (Audran) ; Selection from Elle est à vous (Yvain) ; Romance for Clarinet (Delcroix) ; Songs ; Dance Music. In the interval at 9 :—Topical Talk, and at 9.10 :—Literary Selection. **10.15** :—News.

BUDAPEST (550m., 20kw.—5.25 :—French Language Lesson. **6** :—Talk. **6.30** :—Concert by the Imre Magyari Tzigane Orchestra. **7.30** :—Variety Programme, followed by Gramophone Music.

COPENHAGEN (281m.), 1kw., and KALUNDBORG (1,153m.), 7kw.—5.50 :—Weather and News. **6.15** :—Time Signal. **6.30** :—Medical Talk. **7** :—Town Hall Chimes. **7.2** :—Orchestral Music. **7.20** :—Reading. **7.45** :—Popular Compositions by Classical Composers.—Violin Solo, Minuet from the Music to Molière's Bourgeois Gentilhomme (Lully) ; German Dance (Mozart) ; Minuet from Orpheus and Eurydice (Gluck) ; Variations on the Emperor Quartet (Haydn) ; Gavotte (Gossec) ; The Hallelujah Chorus from The Messiah (Handel) ; Andante from Symphony No. 94 (Haydn) ; Turkish March from The Ruins of Athens (Beethoven). **8.45** :—Talk. **9.5** :—News and Announcements by the Danish Radio Club. **9.25** :—Instrumental Concert from the Works of the Danish Composer Jorgen Bentzon.—Divertimento for Violin, Viola, and 'Cello ; Songs ; Varazioni Interatli, Quintet for Clarionet, Bassoon, Violin, Viola, and 'Cello. **10** :—Dance Music. **11** :—Town Hall Chimes.

CRACOW (413m., 1kw.—6.10 :—Agricultural Report. **6.20** :—Relay of an Opera from Katowice (**408.7m.**). After the programme, News from Warsaw and Relay of Foreign Stations. **11** :—Bugle Call from St. Mary's Church.

FRANKFURT (390m., 1kw., and CASSEL (246m.).—6.5-10 :—See Stuttgart. **10** :—News.

HAMBURG—Call ha in Morse (372m., 3kw., and BREMEN (319m.), FLENSBURG (218m.), HANOVER (360m.), KIEL (246m.).—6 :—Talks. **6.50** :—Frankfurt Exchange and Weather. **7** :—Choral Concert of North German Music. **8** :—Orchestral and Vocal Concert of Popular Classical Music.—Overture, The Marriage of Figaro (Mozart) ; Aria from The Magic Flute (Mozart) ; Reigen Suite (Jensen) ; Aria from Aida (Verdi) ; Overture, Martha (Flotow) ; Aria from Carmen (Bizet) ; Overture, Precious (Weber) ; Song, Kommt ein schlanker Bursch gegangen (Weber) ; March from Aida (Verdi) ; Aria from Aida (Verdi) ; Prelude to the Third Act of Lohengrin (Wagner) ; Bridal Chorus from Lohengrin (Wagner). **9.30** :—Weather, Political and Miscellaneous Announcements, and Sports Notes. **9.50** :—Recital of Teutonic Songs.

HILVERSUM (1,875m.), 6.5kw.—9.40 a.m. :—Time and Radio Service. **11.40** :—Police Announcements. **11.55** :—Station Quintet Concert. **1.40** :—Gramophone Records. **2.40** :—Talk. **3.40** :—Gramophone Records. **3.55** :—Soprano and Pianoforte Recital. **5.10** :—Orchestral Concert. **5.40** :—Time Signal. **5.41** :—Concert. **6.10** :—Gramophone Records. **6.35-7.25** :—English Language Lessons. **7.25** :—Police Announcements. **7.40** :—Time Signal. **7.41** :—Variety Programme. **8.40** :—Orchestral Concert—Overture, Light Cavalry (Suppé) ; Paraphrase on a Song by Koppelstok (Tereg) ; Selection from The Tales of Hoffmann (Offenbach) ; Waltz from The Merry Widow (Lehar) ; March, Horstein Punkt. In the intervals at **9.10**, Talk or Gramophone Records, and at **9.40**, Weather and News. **10.40** :—Dance Music.

HUIZEN (700m., 5kw.—After 5.40 p.m. on 1,071m.—**7.55 a.m.** :—Time and Morning Concert. **10.10** :—Time Signal and Service for Invalids. **10.40** :—Reading. **12.10** :—Time and Organ Recital. **1.40** :—Time Signal. **1.41** :—Programme for Schools. **2.15** :—Talk. **2.55** :—Dressmaking Lesson. **3.40** :—Time and Programme for Hospitals. **4.40** :—Concert—Soprano Solos (a) Eala fria Fresena (de Groot), (b) Bitrouwen op God (Old Frisian Songbook) ; Soprano and Contralto Duets (a) Waldsang, (b) It Beitelan (Lindeman) ; Soprano Songs (Dokkum) ; Fryske (Grijpstra) ; Old Dutch Peasant Melodies (Kontgen). **6.10** :—Market Prices. **6.20** :—Travel Talks. **6.50** :—Gramophone Records and Talk. **7.40** :—Time Signal and Concert of Trio Music and Violin Solos. **9.40** :—News.

LAHTI (1,800m.), 40kw., and HELSINGFORS (221m.).—7.15 :—Vocal and Orchestral Concert. **7** :—Talk. **7.45** :—Variety Programme relayed from Turku. **7.45** :—News in Finnish and Swedish.

LAUSANNE—Call HB2 (443m.), 15kw., and AIX-LA-CHAPELLE (453m.), COLOGNE (227m.), MUNSTER (234m.).—5.50 :—Topical Talk. **6** :—Economic Notes, Weather and Sports Announcements. **6.15** :—French Lesson. **6.40** :—Debate. **7.40** :—Orchestral Selection. Overture, Op. 43 (Boccherini) ; Two Movements from the Serenade in D major for String Orchestra (Fuchs) ; Siegfried Idyll (Wagner). **8** :—Variety Programme, followed by News, and Sports Notes.

LEIPZIG (259m.), 3kw., and DRESDEN (319m.).—8.30 :—Orchestral Concert. **4.55** :—Industrial Report. **5.5** :—Programme for Women. **5.30** :—Weather and Time. **5.40** :—See Königswusterhausen. **6.5** :—Talk. **6.40** :—Modern Rhythms—Concert. **7.30** :—The New Transmitter—Fact and Music, followed by Topical Talk. **9.15** :—Time, Weather, News and Sports Notes. Dance Music to follow.

MADRID (Union Radio)—Call EAJ7 (424m.), 3kw.—7 :—Chimes, Exchange Quotations. Programme for Children and Dance Music. **8.25** :—News. **10** :—Chimes, Time, Exchange Closing Prices and Opera Selection, La Bohème (Puccini), followed by News Bulletin.

MILAN—Call 1MI (501m.), 7kw.—6.15 :—Concert of Light Music. **7.10** :—News. **7.20** :—Literary Review. **7.30**—Time Signal. **7.32** :—Programme from Turin. In the interval, at 10.30 :—News.

MUNICH (533m., 1.5kw., and AUGSBURG (560m.), KAISERSLAUTERN (270m.), NUREMBERG (239m.).—5.45 :—Reading. **6.25** :—Anecdotes. **6.55** :—Orchestral Concert. **8.15** :—Chamber Music ; Suite for Cembalo and String Quartet ; Don Quixote (Telemann) ; Three Duets for Soprano and Contralto (Purcell) : (a) Sweet Shepherd, Leave Decoying ; (b) Two Daughters of this Aged Stream ; (c) Sound the Trumpet ; Capriccio über die Abreise des geliebten Bruders (Bach) ; Concerto for Cembalo, Flute, Clarinet, Oboe, Violin, and 'Cello (de Falla). **9.20** :—News.

NAPLES—Call INA (331.4m.), 1.5kw.—7.30 :—Time Signal. **7.32** :—Sports Notes, News, Government Report, Announcements, and Harbour Notes. **8** :—Relay, from the San Carlo Royal Theatre. In the interval, Sports Notes. **9.50** :—News, Calendar, and Programme Announcements.

OSLO (493m.), 60kw., and FREDRIKSSTAD (385m.), HAMAR (570m.), NOTODDEN (445m.), PORSGRUND (485m.), RJUKAN (445m.).—5.45 :—Choral Concert by the Oslo Women's Choir. **6.15** :—Weather and News. **6.30** :—English Language Lesson. **7** :—Time Signal. **7.2** :—Programme from Hamburg. **8.15** (in an interval) :—Weather and News.

PARIS (Radio Paris)—Call CFR (1,725m.), 12kw.—12.30 :—Gramophone Concert. In the intervals, at 1 :—Exchange Quotations and News, and at 1.30 :—Exchange Quotations. **2** :—Exchange, Market Prices. **3.30** :—Exchange Quotations. **3.45** :—Concert ; Orchestral Selection : Pastorale sinfonie de lune (Brun) ; Violin Solo : Etude del Diavolo (Tartini) ; Orchestral Selection : Les Sentiers de la Nuit (Delmas-Rousseau) ; Pianoforte Solos : Preludes (Zoulinski) ; Orchestral Selection : The Medley (Gruet) ; 'Cello Solos : (a) Ouand l'ombre descend (Grecourt) ; (b) Barcarolle (Marneff) ; (c) Appassionato (Widor) ; Orchestral Selection, from Der Orlof (Granichstaedten-Mouton). **4.55** :—News and Exchange Quotations. **5** :—Close of New York Exchange Rates. **6.35** :—Agricultural Report and Racing Results. **7.5** :—Literary Review. **7.30** :—Elementary English Lesson. **7.45** :—Commercial Prices, Economic and Scientific Notes and News. **8** :—Merry Widow—Opera (Lehar). In the intervals, at **8.30** :—Sports Review, and at **9.15** :—Press Review, News, and Time Signal. **10** :—Concert ; L'Absence (Berlioz) ; Pavillé (Duparc) ; Suite for Trumpet and Orchestra (Lanarro).

PRAGUE (487m., 5kw.—6 :—Time, News, and Orchestral Concert. **6.45** :—Reminiscences. **7** :—Brass Band Concert. **8** :—Choral Concert. **8.40** :—Popular Music. **9** :—Time, News, and Sports Notes. **9.15** :—Dance Music. **9.55** :—News, Theatre Review, Programme Announcements and Time Signal.

ROME—Call 1RO (441m.), 50kw. 6.45 :—Wireless Talk. **7** :—Meteorological Service. **7.5** :—Lesson in Morse. **7.20** :—Gramophone records, News, Club Notes, Exchange Quotations, Weather, and News. **7.50** (approx.) :—Talk. Press Review, and Time Signal. **8** :—Relay of an Opera from the San Carlo Theatre or Concert from the Studio ; after the programme, Review of Reviews and News.

STOCKHOLM—Call SASA (436m.), 1.5kw., and MOTALA (1,345m.), 30kw., BODEN (1,200m.), GOTEBORG (322m.), HORBY (257m.), OSTERSUND (770m.), SUNDSVALL (542m.).—5.30 :—Light Music. **6.30** :—Talk. **7** :—The Microphone visits Hamburg.

STUTTGART (360m., 3kw., and FREIBURG (570m.).—6 :—Time, News, and Talk. **6.30** :—Chief Minister and a Farce in one act (Nestroy, arr. Anton Hanik). **7.30**—Pianoforte Recital—Concerto for Pianoforte and Orchestra in D major (No. 21) (Haydn) ; Concert Piece in F minor, Op. 79 (Weber). **8.10** :—Youth must have its Fling ; Programme from the Works of Georg Fink, Fred Hildenbrandt, Sling, Arnold Zweig and Stephan Zweig. **9** :—Old Dance Music.

TOULOUSE (Radiophonie du Midi) (381m.), 8kw.—8 :—Dance Music. **6.15** :—Transmission of Pictures. **6.20** :—Talk on History. **6.35** :—Vocal Dance Music. **6.50** :—Exchange Quotations. **7** :—Pianoforte Solos, First and Second Arabesque (Debussy) ; Jardins sous la pluie (Debussy) ; Réverie (Debussy). **7.15** :—News. **7.30** :—Exchange Quotations. **8** :—Exchange Quotations. **8.15** :—Transmission of Pictures. **8.25** :—Concert by a Viennese Orchestra—The Blue Danube (Strauss) ; the Mill in the Black Forest (Eilenberg) ; the Song of the Forge in the Black Forest (Eilenberg) ; Selection (Stolz), followed by Accordion Music. **9** :—Selections from Faust—Opera (Gounod), followed by Military Band Music. **10.15** :—North African News. **10.20** :—Orchestral Music relayed from the Rivoli Cinema.

TURIN—Call 1TO (291m., 7kw.—6.15 :—Concert of Light Music. **7** :—Club Notes, Weather, News and Literary Review. **7.30** :—Time Signal. **7.32** :—Concert, Part of Variety and Symphony Music ; two Talks in the intervals. **10** :—Dance Music.

VIENNA (516.3m.), 15kw., and GRAZ (352.5m.), INNSBRUCK (283.5m.), KLAGENFURT (453.2m.) and LINZ (245.9m.).—6 :—French Language Lesson. **6.25** :—Time and Weather. **6.30** :—Orchestral Concert, relayed from Grunes Haus—Overture, Rosamunde (Schubert) ; Selection from Der Opal ; Concerto for Pianoforte in A minor (Schumann) ; Fifth Symphony in C minor (Beethoven). **8.30** :—April Fool Programme, followed by Concert of Light Music.

OTHER FOREIGN STATIONS

The following stations will also broadcast varied programmes, beginning at the times stated :

KATOWICE (408.7m., 10kw.—10.58 a.m.
KONIGSBERG (276m., 3kw.—5.30 a.m.
LAUSANNE—Call HB2 (680m., 1.5kw.—6.45 a.m.
LYONS (Radio Lyon) (286m., 1.5kw.—12 (noon).
MITTENWALD, Pa.—Call SAA (306m., 2.5kw.—1 p.m. :—Programme relayed at intervals on 63 and 25m., from 11 p.m.
SCHENECTADY, N.Y.—Call WGY (379.5m., 30kw.—11.45 a.m. Relayed by 2XAF on 31.48m. from 11 p.m.
WARSAW (1,411m., 10kw.—10.58 a.m.
ZAGREB (307m., 0.7kw.—11.30 a.m.
ZURICH (459m., 0.63kw.—11.30 a.m.

From The Times of 1830

THURSDAY, APRIL 1, 1830. Price 7d.

We have heard that a board of General Officers has been engaged, for some time past, in the investigation of a charge made by the widow of an officer against a friend of her husband (an officer in the same corps), for having retained to his own use two sums of money with which he was entrusted by the husband of the complainant 20 years ago, to pay over to an agent in Dublin. The result of the inquiry has been most satisfactory to the character of the accused, the charge having been negatived by the clearest evidence. The expenses of this investigation, it is said, amount to 1,200*l*. We are at a loss to understand by what right such a tribunal could be instituted to inquire into a disputed account between private individuals, and still more by what official ingenuity the public are to be burdened with the costs of such an investigation.

3 per Cent. Cons., 92¼ to ¼.

MISS CARMICHAEL-WALKER'S SOLDIERS' HOME

A meeting was held in the New Alliance Club, Stratford-place, on behalf of Miss Carmichael-Walker's Soldiers' Home in York, and on behalf of a branch home to be erected near Strensall Camp. LORD DANESFORT (vice-president of the Home) praised Miss Carmichael-Walker's work, and said that some permanent endowment of the Home should be established to relieve her anxiety about its future. LIEUTENANT-COLONEL CAPE (representing Headquarters Northern Command) spoke of the need of a home near Strensall Camp, where Miss Scott-Moncrieff devotedly worked for many years till her institute was burned down. An excellent site had been secured, but funds were required for the purchase of it, and for the erection of a suitable building. Hundreds of territorials were stationed in Strensall Camp every summer, and Lieutenant-General Sir Cameron-Shute, G.O.C.-in-C., considered the scheme sympathetically.

About 150 casual employees in Devonport Dockyard were discharged on Saturday owing to lack of employment.

TELEVISION BROADCAST WITH SOUND

SUCCESS OF THE BAIRD EXPERIMENTS

(FROM OUR WIRELESS CORRESPONDENT)

The B.B.C. twin wave length station at Brookman's Park broadcast sound and vision simultaneously at 11 a.m. yesterday. It is the first station to do so. Speech and music were transmitted in the usual way by the London Regional transmitter on 356 metres, while the television images of those before the microphone were simultaneously sent out by the National transmitter working on the wave-length of 261 metres. The programme broadcast originated in the studio of the Baird Television Company in Long Acre, from which the television and sound signals were conducted by separate lines through the B.B.C. control room at Savoy Hill to Brookman's Park, where they were radiated on the separate wave-lengths.

The whole transmission was very successful, and at a receiving station in the centre of London the whole programme was followed with great interest. By means of a Baird televisor and a little adjustment of the two knobs which respectively control the synchronization and the "framing" of the picture, the rapidly swirling pattern was resolved into a steady head and shoulders image of the speaker. Two wireless sets were used, one for receiving the television signals and the other for the reception of the sound signals. A particularly noteworthy feature of the dual transmission was that there was no lag between vision and sound such as often destroys the illusion of the "talkies." Such exact synchronism is, of course, brought about automatically by the practically instantaneous transmission of both television and sound signals.

THE PROGRAMME

The programme yesterday consisted of introductory remarks by Mr. Sidney A. Moseley, who is largely responsible for starting the present series of dual tests, followed by short speeches by Sir Ambrose Fleming, the well-known inventor of the thermionic valve, and Lord Ampthill, the chairman of the Baird International Company. Songs by Miss Annie Croft and Miss Gracie Fields then followed. Mr. C. Sherriff, who was to have spoken, was unavoidably prevented from coming to the studio.

Although it was noticed in the transmission yesterday that some faces appear to "televise" better than others, the detail of the images transmitted by the Baird system is remarkable, and, to the technically minded, is indeed surprising, considering the relative simplicity of the receiving apparatus. The simplicity is largely due to the fact that the synchronization of the movement of the spot of light which scans the subject televised with that which finally produces the picture is automatic, and does not necessitate the use of a separate wireless channel.

The future of the broadcasting of television in this country is difficult to foresee. At present the material that can be transmitted is naturally limited, and television of such an event as the Boat-race is out of the question. But it is important to note and to register appreciation of the important progress that has been made by Mr. Baird in his efforts to bring about television in the home.

Television sets such as were used in yesterday's reception in London are to be sold for 25 guineas, though many amateurs will, no doubt, wish to buy the kit of parts for home construction, which are being sold in the London stores for 16 guineas. These televisors are designed to work in conjunction with a wireless receiver capable of delivering good quality output of the order of 1½ watts. Since it is important that the lower modulation frequencies shall be preserved in the amplifier stages, resistance-capacity amplifiers are specially recommended for use in this connexion.

LORD AMPTHILL'S SPEECH

LORD AMPTHILL, before the transmitter, said that this was a very memorable occasion for all those who were interested in television, or indeed in the progress of science, as they had reached a goal at which they had been striving for a long time, and were actually inaugurating the double wave transmission. He desired to offer his hearty congratulations to Mr. Baird and to all those who had assisted him in the development of his wonderful invention. As chairman of the Baird International Television Company he welcomed this opportunity of thanking the B.B.C. for all that they had done to assist them. As they might know, this transmission had been made possible by the close cooperation of the B.B.C. engineers with the engineers of the Baird companies.

EMPIRE RIFLE MATCH

ANOTHER WIN FOR SOUTH AFRICA

(FROM OUR BISLEY CORRESPONDENT)

South Africa again has won the small-bore rifle match, which is shot annually by teams of 3,000 boys of the countries of the Empire. This small-bore competition was founded in 1910 by Colonel R. W. Ffennell, of South Africa, whose generous endowments have financed every match since. It acquired its present status in 1925, when the King presented his trophy. That trophy has now been won four times by South Africa, Canada in 1927, when the teams were increased in number from 2,000 to 3,000, making the only break in the South African sequence of successes.

The competing countries are Great Britain, Canada, Australia, New Zealand, South Africa, and "the Rest" (India, Ceylon, and Rhodesia) ; but the Rest unfortunately had never been able to raise more than 500 competitors until 1929, when their team numbered 963. Colonel Ffennell's aim, in establishing the competition, was mass efficiency—to encourage every boy of British birth between 12 and 19 years of age to learn to shoot. Though there has been always a stipulated size to the team, each country may bring every available boy to the firing point, and count as its aggregate the scores of the 3,000 in the leading units. From that aggregate the average per boy or girl (South Africa invariably includes several girls' schools in her team) is evolved, and the King's Trophy is awarded to the country with the highest average score out of a possible 100 points. The averages in 1929 were as follows :—

1, South Africa, 83.201 ; 2, Canada, 80.258 ; 3, Great Britain, 69.46 ; New Zealand, 66.491. Australia and "The Rest" could not raise full teams.

That Colonel Ffennell's ideal can be realized is not possible ; but that the competition does make for mass efficiency is shown by the fact that, whereas in 1922 there were 12,960 competitors, last year the total increased to 40,510. The following figures show how that increase has been distributed during the King's Prize period, and the standard of shooting in those years :—

NUMBER OF COMPETITORS

—	Teams of	Great Britain	Canada	Australia	New Zealand	South Africa
1925 ..	2,000	5,500	2,020	3,474	5,054	6,270
1926 ..	..	6,000	3679	2,975	6,618	8,215
1927 ..	3,000	7,919	4,564	3,208	5,028	13,000
1928 ..	..	7,010	4,844	2,582	4,726	12,500
1929 ..	..	6,350	5,751	2,370	13,147	11,921

AVERAGE PER RIFLE

—	Great Britain	Canada	Australia	New Zealand	South Africa
1925 ..	72.286	63.804	70.486	67.882	76.034
1926 ..	70-566	78·442	71-157	70·263	79·082
1927 ..	71·058	79·211	—	63·931	78·032
1928 ..	71·690	77·619	—	61·885	79·903
1929 ..	69·46	80·258	—	66·491	83·201

The steady improvement in numbers and skill shown by Canada and South Africa and the wonderful jump from under 5,000 to over 13,000 competitors, accompanied by a rise of nearly five points per rifle, which New Zealand made last year are cause for congratulation. With Great Britain and Australia, however, there is no reason for rejoicing. The latter has been unable to raise a full side for the past three years, and, as Cadet units last year found 3,135 of the 6,350 boys who shot for Great Britain, she may be in the same case as Australia this year.

The King's is not the only prize in this great Empire competition. There are a Senior Shield for the best senior unit, Earl Jellicoe's Sword for the best small senior unit, a Junior Shield for the best junior unit, Earl Haig's Sword for the best small junior unit, trophies for the best unit in each

(Continued at foot of next column)

country, and silver and bronze medals for individual scores of 97 and over out of 100. The principal results in those minor competitions were as follows :—

SENIOR SHIELD.—1, Christian Brothers Cadets, Kimberley (average age, 15 years 1 month), 96.53 points ; 2, Hamilton Central Collegiate School, Ontario (15 years 10 months), 95.983 ; 3, R. Australian Naval Res., Sydney (17 years 8 months), 94.585.

EARL JELLICOE'S SWORD.—1, Millbrook Cadet Corps, Ontario (15 years), 96.012 ; 2, Steadfast (Kingston-on-Thames) Sea Cadet Corps (15 years 5 months), 95.583 ; 3, Richland Cadet Corps, New Brunswick (15 years 1 month), 95.07.

JUNIOR SHIELD.—1, R. M. Vol. Cadet Corps, Deal (14 years 9 months), 97.225 ; 2, Calgary Public Schools Cadets (14 years 7 months), 96.787 ; 3, St. Peter's School, Seaford, Sussex (12 years 10 months), 96.342.

EARL HAIG'S SWORD.—1, Streets Court School, Westgate, Kent (13 years 3 months), 95 ; 2, Calgary Public Schools Cadets, Canada (12 years 10 months), 93.183 ; 3, Calgary Public Schools Cadets (12 years 7 months), 92.75.

EMPIRE TROPHIES.—Great Britain.—R.M. Volunteer Cadet Corps, Deal, Lord Roberts Trophy. Australia.—R. Naval Reserve, Lord Foster Trophy. Canada.—Calgary Public Schools Cadets (Central School), Duke of Devonshire Trophy. New Zealand.—"A" Company, 2nd Cadet Btn., Auckland Rgt. (Auckland Grammar School), Earl Jellicoe Trophy. South Africa.—Christian Brothers College Cadets, Prince Arthur of Connaught Trophy. India and the Rest.—Laurence Royal Military School, Sanawar, Earl of Reading Trophy.

INDIVIDUAL MEDALS.—Canada won 244 ; South Africa, 103 ; Great Britain, 29 ; Australia, 16 ; New Zealand, 13 ; India, 8.

NAVAL, MILITARY, AND AIR FORCE

NEW REAR-ADMIRALS

As a result of the changes on the Flag List of the Navy announced elsewhere, eight of the 16 captains with seniority of December 31, 1918, the first to be made captains after the Armistice, have pass

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FURNISHED

HYDE PARK-GATE.
QUIET, LOW-BUILT, WELL-FURNISHED.

A very attractive HOUSE to be LET from early April for three or six months; five bed rooms, two bath rooms, three reception rooms; modernized; moderate rent. Specially recommended.

EGERTON-PLACE, S.W.3.
ONE of the best HOUSES in this favourite and quiet position to be LET from mid-April for long or short period; eight bed rooms, two bath rooms, three-four reception rooms; very well furnished and in excellent order.

W. A. ELLIS, 176, BROMPTON-ROAD, S.W.3. TELEPHONES: SLOANE 2164-5.

TOWN HOUSES (continued)

NO PREMIUM.
SOUTH KENSINGTON.—Attractive red-brick RESIDENCE in favourite position to be LET; six-seven bed rooms, bath room, three-four reception rooms, and usual offices. New lease.—WILLIAM WILLETT, Ltd., 88, Sloane-square, S.W.1. Kensington 5724.

FREEHOLD.
ST. JOHN'S WOOD.—A detached CORNER RESIDENCE, with five bed, two bath, three reception rooms, &c.; garden. PRICE £4,250.—Agents, ANSCOMBE and RINGLAND, 8, Wellington-road, St. John's Wood, N.W.

TO BE LET FURNISHED.
KNIGHTSBRIDGE.
VERY well FURNISHED and modernized RESIDENCE available at once for three or six months at low rent; close to the Park; containing four bed rooms, two bath rooms, two sitting rooms, &c. Rent eight guineas per week or near offer. Recommended by HARRODS, Ltd., 62-64, Brompton-road, S.W.1.

FOR OCCUPATION OR INVESTMENT.
WALTON-STREET.—Direct Lease £4 per annum. Six-roomed COTTAGE. Vacant possession. Attractive opportunity.—Sole Agents, ADAMS and WATTS, 38, Sloane-street, S.W.1.

HAMPSTEAD.
£2,000 (or near offer) will secure an attractive modern NON-BASEMENT HOUSE in a convenient and favoured position; newly decorated and ready for immediate occupation; seven bed, bath, three reception; nice garden; long Lease, low ground-rent.—MATCH and Co., Ltd., 14-15, College-crescent, Swiss Cottage, N.W.3.

£175 PER ANNUM.—KNIGHTSBRIDGE.—Undoubtedly the most beautifully appointed and decorated BIJOU HOUSE available; three-four bed rooms, bath room, three-two reception rooms (one double); central heating throughout. Premium required.—Sole Agents, STUART HEPBURN and Co., 39-41, Brompton-road, S.W.3. Kensington 9320.

GARAGES

FIRST-CLASS MODERN GARAGE for three cars, with fine Flat of four rooms and bath room. Rent £173 per annum. Small sum for long lease.—Sole Agents, ROBINSON, WILLIAMS and BURNANDS, 80, Mount-street, W.1, and FOLKARD and HAYWARD, F.A.I., 115, Baker-street, W.1.

REGENT'S PARK, convenient for Baker-street. Garage for two cars and three good rooms, bath and kitchen over. Recommended.—Keys,

£150 P.A. INCLUSIVE.
DRUCE and Co., 55, Baker-street, W.1. Welbeck 8191.

FLATS AND CHAMBERS
3 *lines* 6*s.* 9*d.* (*minimum*)

LONDON AND SUBURBS

A PIED-A-TERRE FOR PEOPLE OF MEANS.
FURNISHED FLATS
WITH MOST COMPREHENSIVE SERVICE
NOW OPEN.
CHESTERFIELD COURT,
1, CHESTERFIELD-GARDENS, CURZON-STREET, MAYFAIR, W.1.

The only Flats permitted in Chesterfield-gardens.

The decorations and furnishings are costly and in the modern taste, but solid creature comfort has been sacrificed to nothing.

Automatic electric lift.
Telephone in every room.
Central heating every room.
Coal or electric fires if preferred.
Synchronome clocks in sitting rooms.
Modern bath rooms, luxuriously fitted.

The catering and service (particularly in the catering, so deficient in some service flats) equal to that of the best hotels.

In order to ensure perfect running, the flats have been limited to 15 only—bachelor suites of sitting room, bed room, and private bath to family suites of four or five rooms.

Rents, Furnished, including valeting, central heating, lighting, &c.,
FROM 9 to 20 GUINEAS WEEKLY.
Telephone: Mayfair 3717, 3718, 3719.

MAIDA VALE and ST. JOHN'S WOOD.—For particulars of FURNISHED and UNFURNISHED MAISONNETTES and FLATS, apply SNELL and Co., 47, Maida Vale, W.9. Padd. 7320 (four lines).

MAIDA VALE.—Excellent MANSION FLAT, first-floor; two reception, three bed rooms, kitchen, bath; 6½ years at £130 per annum; lease and fittings open to offer.—Key with SNELL and Co., as above.

UNFURNISHED SERVICE FLAT.
ATTRACTIVE SELF-CONTAINED FLAT, fourth floor, overlooking Museum gardens; sitting room, two bed rooms, kitchenette, bath room. Rent £125. Lease 7 years. Rent £125.—Apply Housekeeper, 61 Queen's-gate, S.W.7.

HYDE PARK.
A Beautiful MANSION FLAT to be LET, Unfurnished; close to gardens; central heating, constant hot water; three reception rooms, five bed rooms, two bath rooms, kitchen, &c. Lease 12½ years. Small premium included in fixtures and fittings.—Sole Agents, ROBINSON, WILLIAMS, and BURNANDS, 80, Mount-street, W.1. Grosvenor 2430.

ONLY £350 P.A. INCLUSIVE.

142, PICCADILLY.
A Beautiful up-to-date THIRD-FLOOR FLAT to be LET.

Large entrance hall, two reception, four bed rooms, two marble shower bath rooms, tiled kitchen, built-in cupboards, central heating, all constant hot water, Frigidaire, electric passenger and service lifts.

Glorious views. Open and Hyde Parks. Very moderate inclusive rental.—To view apply Resident Porter.

FLAT IN PARK-GATE (Queen's-gate).—High-class FURNISHED FLATLETS; constant hot water; grillers: 2gns., service suites 4gns.—Western 6470.

ATTRACTIVE FURNISHED FLAT, PORTLAND-PLACE; first floor, self-contained; large reception, large bed room, large bath-dressing, kitchen; hot water; phone: £27 monthly.—W. 44, Devonshire-street, W.

BRYANSTON-STREET.
Comfortably FURNISHED SELF-CONTAINED FLAT to be LET. Telephone 0134, 17, Bryanston-street, Marble Arch.

AN exceptionally light FLAT, with spacious rooms, Portman-square close to; one reception, two receptions rooms, and large hall. Rent about £616; long lease and reasonable premium.—Recommended by ROBINS, SNELL and TERRY, 100, Mount-street, W.1.

AT 213, PICCADILLY.—Self-contained FLATLET, Furnished; ideal for gentleman or lady; service. Regent 5880, or call 11 to 6.30. Mrs. Gethin, 2nd floor.

ARTIST'S FLAT (Top Floor); charming studio or lounge, bed rooms, kitchen, bath; near the High-street; electric light. Long or short let; £3 3s. 0d. a month inclusive.—PATTISON and Co., near West Kensington Station.

CLARENCE GATE GARDENS,
REGENT'S PARK.
ATTRACTIVE ENTRANCE-FLOOR FLAT; very good repair; constant hot water; three bed rooms, bath room, two receptions, kitchen. No premium and fittings at valuation (nominal).—Sole Agents; DRUCE and Co., 55, Baker-street, W.1. Welbeck 8191.

HEART OF MAYFAIR.
Overlooking Gardens.

A Charming FLAT to be LET, Unfurnished; two receptions, four bed rooms, bath room, and kitchen, &c. In excellent order. A reasonable premium and low rent for long lease.—ELLIS and SONS, WILLIAMS, and BURNANDS, 80, Mount-street, W.1. Grosvenor 2430.

ONLY £310 P.A. INCLUSIVE.

ATTRACTIVE Service Flat (minute Hyde Park and Lancaster-gate Tube); reception, double bed, bath; catering.—31, Gloucester-terrace, W.2. (Padd. 3481.)

VIEWS OVER KENSINGTON GARDENS.
Charming MAISONNETTE, newly decorated, and comprising three bed rooms, two reception rooms, bath room, and kitchen; washbasins in two bed rooms; £280 per annum.—BARKER, PAYNE and LEPPER, 14, Sackville-street, W.1. Gerrard 0616.

SOUTH KENSINGTON.
AN excellently FURNISHED MANSION FLAT to be let immediately; light, spacious; lounge hall, four bed rooms, two reception, bath, &c.; parquet floors, constant hot water, passenger lift. Specially recommended. 9gns. per week, or near offer.—WHITEMAN, 36, Brompton-road, S.W.1. Sloane 0138.

BACHELOR'S high-class FURNISHED SERVICE FLAT to be LET; excellent service; good valeting; spotlessly clean; constant hot water.—Mayfair Chambers, 1, Balderton-street, opposite Selfridges.

BAKER-STREET STATION one minute.—Bright, sunny FLAT in quiet mews; well furnished; newly redecorated and refitted; every convenience; sitting room, bed room, kitchen, bath; gas, electric light, phone. Available now; 3gns. Definitely no agents.—Apply Welbeck 5544 (extension 75) or Mayfair 4126.

BARGAIN.—Rent £175. No premium. Excellent FLAT in CROMWELL-ROAD; sitting, two bed rooms, bath room, two reception rooms, kitchen, &c.—HOWELL, SON and BONNIN, 88A, Cromwell-road, S.W.7. (Western 5133-4.)

BERKELEY-SQUARE.—Charming FURNISHED MAISONNETTE; four bed rooms, bath room, two fine reception, kitchen. 10gns. per week.—STREET and LEWIS, 21, Berkeley-street, W. Mayfair 3201.

NEWLY DECORATED IN MODERN STYLE.
BROMPTON-ROAD.—S.W.7.—CHARMING BIJOU FLAT to be LET, unfurnished. Due SOUTH ASPECT. Two bed, one reception, bath, kitchen, &c. Rent £170 per annum. Lease 21 years.—C. M. MALTBY, Estate Offices, 93, Knightsbridge, S.W.1. (Sloane 4240.)

FURNISHED OR UNFURNISHED.
BUCKINGHAM-GATE (quiet and close to St. James's Park). For about one year,—Spacious MANSION FLAT; six bed, bath, two reception rooms, and kitchen; rent furnished 9-10gns. per week, or unfurnished £415 for a year.—Sole Agents, BOND and Co., 16, Buckingham-gate, S.W.1. Victoria 7860.

20, GREYSTOKE, HANGER-LANE, EALING, W.5 (15 minutes by car to Marble Arch).—Charming FLAT on Golf Course; two bed, two sitting; constant hot water, Frigidaire, £185 per annum inclusive; expensive carpets, curtains, and electric fittings £70. Tele., Ealing 6147.

FLATS AND CHAMBERS (continued)

GOLDSCHMIDT & HOWLAND,
15, HEATH-STREET, HAMPSTEAD, N.W.3.
Tele., Hampstead 1347 (three lines).

BELSIZE PARK, facing South, near to Tube St. Bright Sunny FLAT to be LET; three bed, reception, &c.; rental £240 per annum; no premium. Apply GOLDSCHMIDT and HOWLAND, as above.

ENTIRELY UNIQUE.
KENSINGTON.—FLAT in one of the most modern blocks, with central heating and all modern conveniences.

Private front door direct to street, combining all advantages of easily run houses with all facilities of latest flats.

Five bed, two reception, two bath, and lounge. Parquet floors. Rent £450 entirely inclusive.—Apply GOLDSCHMIDT and HOWLAND, as above.

HAMPSTEAD.
LUXURIOUS MANSION FLAT to be LET, 10 minutes of Town, easy reach of the Heath and Stations; artistically planned; five bed, two reception, &c.

All modern conveniences. Passenger lift.

Rental £435 per annum. No premium. Long lease. Apply GOLDSCHMIDT and HOWLAND, as above.

WAY & WALLER.
FLATS.
5, Hanover-square, W.1. Mayfair 8022 (10 lines).

UNFURNISHED SERVICE FLAT in PARK-LANE; exceptionally well appointed and decorated; double bed room, large reception room and small lounge, and modern bath room; first-class service. Mayfair 8022 (Extn. 1).

KENSINGTON-GARDENS (North Side).—First-floor Unfurnished Mansion Flat; four bed rooms, two reception rooms, lounge hall, bath room, second kitchen and passenger lift and constant hot water. Rental £280 per annum inclusive. No premium. Mayfair 8022 (Extn. 1).

FIVE BED ROOMS, three reception rooms, bath room, and kitchen, in an excellent mansion flat situated in Westminster; beautifully furnished and appointed, passenger lift, and all modern conveniences. Telephone Mayfair 8022 (Extn. 1) to view.
WAY and WALLER, 5, Hanover-square, W.1.

BUCKINGHAM-GATE.—FURNISHED MANSION-FLAT to be LET from one to six months; bed room, sitting room, kitchenette, bath room; constant hot water; lift, porter; 4 guineas weekly, including plate and linen.—Victoria 9367.

CHARMING MAISONNETTE, near BUCKINGHAM PALACE; Unfurnished; panelled rooms, mahogany doors; four bed, two bath, two reception.—Apply 7, King's-drive, Eastbourne.

REGENT'S PARK.
CHARMING FLAT, facing Park, to be LET FURNISHED; four bed rooms, two large reception rooms, &c.; lift, constant hot water, central heating. Rent 12gns. per week.—Apply
LIST, DANN & LONGWORTH,
35, Upper Baker-street, N.W.1. Welbeck 8307.

CHARMING SERVICE SUITES, off PARK-LANE. Every modern convenience.—Apply Butler, 41, HERTFORD-STREET, MAYFAIR, W.1.

CHARMING FLAT overlooking Stanhope-gardens; four bed rooms, large room; sunny, quiet; close Tube; 69, Cromwell-road, S.W.7. Flat 3. Western 3629.

CHILTERN COURT,
CLARENCE-GATE, REGENT'S PARK, N.W.1.

Particulars of these high-class Residential Flats may be obtained from the
CHILTERN COURT ESTATE OFFICE, BAKER-STREET STATION, N.W.1
('phone, Welbeck 1230), or from
FREDK. DAWSON, Estate Agent,
Metropolitan Railway, Baker-street Station, N.W.1.

COMMANDING VIEWS OVER HOLLAND PARK.
An exceptionally fine SECOND-FLOOR FLAT, facing South, in excellent decorative condition, with large rooms, to be LET. Central heating and constant hot water; four bed rooms, bath room, two reception rooms, kitchen; rent £425 per annum inclusive; expensive carpets, curtains, and electric fittings £70. Tele., Ealing 6147.

£425 P.A.

CLAPHAM PARK, S.W.4.—QUEENSWOOD COURT, KING'S AVENUE. Further extension. New Maisonette FLATS; countrylike; central heating, constant hot water, lift; garage; tennis. From £120. 'Phone, Brixton 5704.

CONDUIT-STREET (8½ years' lease). No premium.—Second-floor FLAT; four good rooms, bath. £275 or near offer.—Write G., 116, St. Paul's-road, N.1. 'Phone before 11 o'clock a.m. Clissold 4877.

CURZON-STREET (near).—SMALL SELF-CONTAINED SERVICE FLAT; bath, 'phone; 4gns. inclusive.—Write Box 3403, The Times, 42, Wigmore-street, W.1.

DELIGHTFUL SERVICE FLATS.—Entirely redecorated and furnished; one or two bed rooms, hall, reception, bath room; 2gns. and 12gns.; bed-sitting room 4gns. Welbeck 1780, 28, Wigmore-street.

EXCELLENT SERVICE FLAT, 9gns. weekly, self-contained; bed room, sitting room, bath room; constant hot water; telephone; lift; valeting; first-class cuisine. Also another, 8gns. weekly. Recommended by former tenants supplied.—Mann, Ward, 91, Jermyn-street, S.W. Gerrard 1035/7.

£225 PER ANNUM. ABSOLUTE BARGAIN.—Charming FURNISHED MAISONETTE, with

CHRISTIE, MANSON & WOODS

Respectfully give notice that they will hold the following SALES by AUCTION

AT THEIR GREAT ROOMS, 8, KING-STREET, ST. JAMES'S, S.W.1.

COMMENCING EACH DAY AT ONE O'CLOCK PRECISELY.

TO-MORROW (WEDNESDAY), APRIL 12.
OLD ENGLISH and IRISH SILVER PLATE, chiefly of the Georgian period, the property of HUGH BARRY EVANS DELMEGE, Esq., deceased; F. J. TOMPSON, Esq., deceased; the property of a Lady, and formerly part of the Collection of the late Sir Hugh Adair, Bart., and from various sources.
ON VIEW.

ON THURSDAY, APRIL 3.
OLD FRENCH and DUTCH FAIENCE, the property of F. MANLEY SIMS, Esq., deceased; Porcelain, the property of a Lady and formerly part of the Collection of the late Sir Hugh Adair, Bart.; Decorative Furniture and Porcelain, the property of the late SIR MORTIMER SINGER, K.B.E.; and Decorative Furniture from various sources.
ON VIEW.

ON FRIDAY, APRIL 4.
MODERN PICTURES and WATER-COLOUR DRAWINGS, being the remaining stock of MESSRS. W. W. SAMPSON and SON, of 7, Haymarket, London, and sold on account of the death of Mr. W. W. Sampson.
ON VIEW.

On TUESDAY, APRIL 8.
OLD ENGLISH SILVER PLATE, the property of MAJOR-GENERAL SIR CECIL LOWTHER, K.C.M.G., C.B., C.V.O., D.S.O., the property of a gentleman; and from various sources; including Georgian salvers, cups, candlesticks, sauceboats, tea and coffee pots, and services of table plate, an Irish chalice and cups and a Scottish quaich.
May be viewed on the THURSDAY and FRIDAY preceding.

On WEDNESDAY, APRIL 9.
JEWELS, the property of BARNET LEWIS, Esq., deceased, late of 2, Hamilton-place, Park-lane, W.1, and Fotheah, Hildenborough, Kent; the property of a lady; and from various sources, including pearl necklaces, brilliant bracelets, pendants, rings and earrings, emerald, ruby and sapphire ornaments.
May be viewed TWO DAYS preceding.

On THURSDAY, APRIL 10.
DECORATIVE FURNITURE, the property of ANDREW RUSSELL, Esq., and from various sources, including Queen Anne walnut cabinets and chairs, chippendale and Sheraton mahogany furniture, old Dutch and other foreign furniture, Persian and other Eastern rugs and carpets.
May be viewed TWO DAYS preceding.

On FRIDAY, APRIL 11.
OLD PICTURES, from various sources, including works by or attributed to:—T. Daniell, R.A.; P. J. de Loutherbourg, R.A.; R. Westall, R.A.; R. Wilson, R.A.; F. Zuccarelli, R. A.

H. Aiken	Dirk Hals	I. Ouwater
T. Beach	C. Cooper Henderson	A. Pynacker
J. Ferneley	J. F. Herring	Sir P. P. Rubens
J. Van Goyen	F. Van Mieris	J. Van Ruisdael

May be viewed THREE DAYS preceding.

On MONDAY, APRIL 14, and FOLLOWING DAY.
THE VALUABLE LIBRARY of RARE BOTANICAL WORKS and BOOKS of TRAVEL, the Property of JOHN EDWARD RUDGE, Esq., of ABBEY MANOR, EVESHAM, WORCESTERSHIRE, the library having been formed by EDWARD RUDGE, Esq., author of Plantarum Guianae Rariorum, 1805-1807, including Jacquin Selectarum Stirpium Americanum Historia, and other works by the same author.
May be viewed on the THURSDAY and FRIDAY preceding.

On TUESDAY, APRIL 15.
OLD CHINESE PORCELAIN, the property of Mrs. J. A. YOUNG, deceased, late of 3, Hyde Park-terrace, W., including Chinese enamelled and Nankin porcelain of the Ming, Kang He and Kien Lung periods, Japanese carvings in ivory and other Oriental objects of art; Chinese porcelain, the property of a lady; and Chinese and European porcelain decorative objects and furniture, from various sources.
May be viewed on the FRIDAY and MONDAY preceding.

On WEDNESDAY, APRIL 16.
MISCELLANEOUS BOOKS, from various sources, including Herring's Winners of the St. Leger, and Ewer's Trees; also illuminated manuscripts, autograph letters, Persian and Indian miniatures, &c.
May be viewed TWO DAYS preceding.

On WEDNESDAY, APRIL 16.
EARLY ENGLISH ENGRAVINGS, SPORTING PRINTS, and ORIGINAL ETCHINGS, the property of the late SIR ROBERT EDGCUMBE; the property of the late F. MANLEY SIMS, Esq., removed from 12, Hertford-street, W.1; the property of SIR ROBERT MONCREIFFE, Bart.; the property of Mrs. R. H. PROUD, of 53, Lowndes-square, S.W.1; the property of LIEUT.-COLONEL T. A. ROSS, O.B.E., and from other sources, including examples by:—H. ALKEN, S. BELL, C. BENTLEY, W. BOND, FRANK BRANGWYN, R.A., G. L. BROCKHURST, A.R.A., SIR D. Y. CAMERON, R.A., J. CONDE, FRANCIS DODD, A.R.A., J. HARRIS, CHARLES HUNT, G. HUNT, AUGUSTUS E. JOHN, R.A., J. JONES, F. JUKES, ALPHONSE LEGROS, JAMES McBEY, J. M. MOREAU, F. G. REEVE, REMBRANDT, J. C. STADLER, C. WHITEHEAD, W. WALCOT, W. WARD, A.R.A., J. M. WHISTLER, S. E. WILSON, R. WOODMAN, ANDERS L. ZORN, and others.
May be viewed TWO DAYS preceding.

COUNTRY AND SEASIDE
(Continued from Page 30)

GEERING & COLYER, F.A.I.,
Auctioneers, Land Agents, and Valuers,
ASHFORD, KENT (Tele. 25).
Hawkhurst, Kent (Tele. 19); and Rye, Sussex (Tele. 55).

KENT (main line, lovely sunny situation; extensive views on Southern slope).—Delightful FREEHOLD COUNTRY RESIDENCE, in exceptionally charming grounds, orchard, and meadowland, 15½ ACRES; eight bed and dressing, bath, and three reception, billiard room, &c.; company's water, electric light; two garages, outbuildings, farmery. FREEHOLD £4,000. POSSESSION. More land adjoining if required.—Detailed illustrated particulars.

SUSSEX COAST (outskirts residential town; high, healthy position, wonderful views).—Delightful BUNGALOW RESIDENCE; three bed, bath (hot and cold), two good reception; electric light and power, main water and drainage; garage; very attractive gardens. FREEHOLD £1,800 including all fittings. POSSESSION.

KENT (lovely Tenterden district, in pretty rural position, 200ft. up, private and secluded, one mile village).—Charming old ELIZABETHAN (Black and White) RESIDENCE, full of old oak; six bed, bath (hot and cold), three reception; company's water, electric light, telephone; garage, outbuildings; gardens and grounds ONE ACRE. FREEHOLD £2,000 or near offer. POSSESSION.

SUSSEX (pretty and secluded position on Hills, near Rye; close sea and golf).—Delightful old TUDOR RESIDENCE, with modern additions; five bed, bath, three reception; electric light, aided water and drainage; garage, outbuildings, flower and fruit gardens, grass orchard and paddock, 4¼ ACRES. FREEHOLD £4,000. POSSESSION.

KENT (favourite district, 4½ miles Tenterden).—Attractive COUNTRY RESIDENCE; seven bed, bath (hot and cold), two reception, lounge hall; company's water, electric light, modern drainage; garage; stabling; delightful gardens. FREEHOLD only £1,700. POSSESSION. Bargain. Additional land if required.

KENT COAST (high position, glorious land and sea views).—Charming SMALL RESIDENCE (detached); five bed and dressing, bath, two reception; winter garden and aviary; company's water, gas available; electric light and power, telephone; garage; well-kept gardens, tennis lawn, orchard, in all ONE ACRE. FREEHOLD £1,800. POSSESSION.

GEERING and COLYER, as above.

CHIPSTEAD.—A charming pre-War COUNTRY HOUSE with beautiful views, adjoining the golf course and only five minutes from station; five bed, bath, hall, two reception, maid's sitting room, complete offices; modern conveniences; delightfully matured garden of two-thirds ACRE with tennis court. PRICE £3,150. FREEHOLD.—H. B. BOND and SHREWELL, 134, Brighton-road, Coulsdon, and at Chipstead and Merstham. Tele., Purley 189.

FOR ALL
HOUSES IN DEVON,
CONNOLE, RICKEARD and GREEN,
82, Queen-street, Exeter.

EASILY run HOUSE for SALE, on quiet road between Englefield Green and Virginia Water; £5,000; ground-rent £19; nine acres; two cottages.—Write Box G.1048, The Times, E.C.4.

EASTBOURNE.—Occupying a splendid sunny position on high ground, a very attractive MODERN RESIDENCE with two large reception, seven bed and dressing rooms, bath room, and complete ground-floor offices; pleasant garden; room for garage. £1,750; with IMMEDIATE POSSESSION.—Owner's Agents, Messrs. KILLICK and DAVIES, 95, Terminus-road, Eastbourne.

EASTBOURNE AGENT,
EDGAR HORN.
'Phone, 1801.

ESHER (near).—Exceptional bargain; delightful detached modern GEORGIAN STYLE RESIDENCE with all modern conveniences; four bed rooms, tiled, bath rooms, three reception, parquet floors; detached garage; garden one-third acre. Price £1,925 Freehold, £1,850 can remain on mortgage.—Kerr with LONGLEY and BROADHEAD, Estate Agents, 22, High-street, Sutton.

FINCHAMPSTEAD RIDGES, near Wellington College, Berks.—Gentleman's well-appointed RESIDENCE, with wonderful views, pine and heather district, approached by carriage drive, one mile golf links. Accommodation: Lounge hall or dining room, drawing room, cloak room, kitchen, scullery. Above: Five excellent bed rooms, bath room, gas, water, and electric light. Rates £27 per annum. Pretty garden. ONE ACRE. Garage. Only needs seeing. PRICE £2,700, or near offer.—Agents, H. E. HALL and SONS, F.A.I., Auctioneers, Wokingham.

FINCHAMPSTEAD RIDGES, Berks, near Golf Course.—To be SOLD, an Architect's HOUSE, facing full South; three reception rooms, gentlemen's cloak room, five bed rooms all on one floor, bath, &c.; electric light, company's water; ONE ACRE of matured gardens.—Apply Messrs. NICHOLAS, 1, Station-road, Reading.
£2,700. FACING RENOWNED BEAUTY SPOT.

IN THE BEAUTIFUL COTSWOLD COUNTRY.
FOR SALE, a fine old STONE-BUILT GEORGIAN HOUSE, with three good reception rooms, 11 bed and dressing rooms, four bath rooms; company's water, electric light, central heating; stabling, garage, man's room; tennis lawn, rose garden, large kitchen garden, and about 30 ACRES grassland. Shooting over several thousand Acres can be had.
Full details of NICHOLAS, 4, Albany Court-yard, Piccadilly, W.1.

BEACONSFIELD, CHILTERN HILLS.
Close to Station, G.W.R. and L. and N.E.R.
FREEHOLD Detached RESIDENCE in about Half-acre of garden; electric light, gas, water, and drainage; four bed rooms, bath room, hall, two or three reception rooms. Space for garage.—Unfurnished, MAPLE and Co., Ltd., Tottenham Court-road, W.1.
£1,750. or nearest offer to Let. Unfurnished. Agents.

GERRARDS CROSS (12 minutes' walk from station, overlooking park and golf course).—Detached RESIDENCE; six bed, three reception, bath (hot and cold); usual offices; brick garage; two greenhouses; large garden well stocked with fruit trees. Price, £2,650. Freehold. Vacant Possession.—For appointment to view apply MAY, WOULFE and GWYTHER, 20, Bedford-row, W.C.1.

UNIQUE BLACK AND WHITE HOUSE DATED 1616.
GLOS. and WORCS. Borders.—Quaint and picturesque RESIDENCE on a secluded, sunny slope; four reception rooms, six bed rooms, bath (hot and cold), 2 h.p. main electricity, modern drainage, garage, farmery. FREEHOLD £2,400; up to 4½ ACRES, £3,200.—Apply JAMES STYLES and WHITLOCK, Estate Agents, Oxford.

HAMPSHIRE (near Yachting and Golf).—FREEHOLD COUNTRY RESIDENCE for SALE; three reception, seven bed rooms, bath room; garage, tennis lawn, good grounds.—Apply BLAKE and LANE, Southampton.

OF EXCEPTIONAL CHARM.
A very special Property not previously on the market.
HASLEMERE (near), lovely views; three reception, 10 bed, bath, usual offices, servants' hall; exceptionally well fitted; company's water, gas and electric light, main drainage; garage; very attractive gardens, FREEHOLD £1,800 including all fittings. POSSESSION.

KENT (lovely Tenterden district, in pretty rural position, 200ft. up, private and secluded, one mile village).—Charming old ELIZABETHAN (Black and White) RESIDENCE, full of old oak; six bed, bath (hot and cold), three reception; company's water, electric light, telephone; garage, outbuildings; gardens and grounds ONE ACRE. FREEHOLD £2,000 or near offer. POSSESSION.

SUSSEX (pretty and secluded position on Hills, near Rye; close sea and golf).—Delightful old TUDOR RESIDENCE, with modern additions; five bed, bath, three reception; electric light, aided water and drainage; garage, outbuildings, flower and fruit gardens, grass orchard and paddock, 4¼ ACRES. FREEHOLD £4,000. POSSESSION.

KENT (favourite district, 4½ miles Tenterden).—Attractive COUNTRY RESIDENCE; seven bed, bath (hot and cold), two reception, lounge hall; company's water, electric light, modern drainage; garage; stabling; delightful gardens. FREEHOLD only £1,700. POSSESSION. Bargain. Additional land if required.

KENT COAST (high position, glorious land and sea views).—Charming SMALL RESIDENCE (detached); five bed and dressing, bath, two reception; winter garden and aviary; company's water, gas available; electric light and power, telephone; garage; well-kept gardens, tennis lawn, orchard, in all ONE ACRE. FREEHOLD £1,800. POSSESSION.

GEERING and COLYER, as above.

CHIPSTEAD.—A charming pre-War COUNTRY HOUSE with beautiful views, adjoining the golf course and only five minutes from station; five bed, bath, hall, two reception, maid's sitting room, complete offices; modern conveniences; delightfully matured garden of two-thirds ACRE with tennis court. PRICE £3,150. FREEHOLD.—H. B. BOND and SHREWELL, 134, Brighton-road, Coulsdon, and at Chipstead and Merstham. Tele., Purley 189.

FOR ALL
HOUSES IN DEVON,
CONNOLE, RICKEARD and GREEN,
82, Queen-street, Exeter.

EASILY run HOUSE for SALE, on quiet road between Englefield Green and Virginia Water; £5,000; ground-rent £19; nine acres; two cottages.—Write Box G.1048, The Times, E.C.4.

EASTBOURNE.—Occupying a splendid sunny position on high ground, a very attractive MODERN RESIDENCE with two large reception, seven bed and dressing rooms, bath room, and complete ground-floor offices; pleasant garden; room for garage. £1,750; with IMMEDIATE POSSESSION.—Owner's Agents, Messrs. KILLICK and DAVIES, 95, Terminus-road, Eastbourne.

EASTBOURNE AGENT,
EDGAR HORN.
'Phone, 1801.

ESHER (near).—Exceptional bargain; delightful detached modern GEORGIAN STYLE RESIDENCE with all modern conveniences; four bed rooms, tiled, bath rooms, three reception, parquet floors; detached garage; garden one-third acre. Price £1,925 Freehold, £1,850 can remain on mortgage.—Kerr with LONGLEY and BROADHEAD, Estate Agents, 22, High-street, Sutton.

FINCHAMPSTEAD RIDGES, near Wellington College, Berks.—Gentleman's well-appointed RESIDENCE, with wonderful views, pine and heather district, approached by carriage drive, one mile golf links. Accommodation: Lounge hall or dining room, drawing room, cloak room, kitchen, scullery. Above: Five excellent bed rooms, bath room, gas, water, and electric light. Rates £27 per annum. Pretty garden. ONE ACRE. Garage. Only needs seeing. PRICE £2,700, or near offer.—Agents, H. E. HALL and SONS, F.A.I., Auctioneers, Wokingham.

FINCHAMPSTEAD RIDGES, Berks, near Golf Course.—To be SOLD, an Architect's HOUSE, facing full South; three reception rooms, gentlemen's cloak room, five bed rooms all on one floor, bath, &c.; electric light, company's water; ONE ACRE of matured gardens.—Apply Messrs. NICHOLAS, 1, Station-road, Reading.
£2,700. FACING RENOWNED BEAUTY SPOT.

IN THE BEAUTIFUL COTSWOLD COUNTRY.
FOR SALE, a fine old STONE-BUILT GEORGIAN HOUSE, with three good reception rooms, 11 bed and dressing rooms, four bath rooms; company's water, electric light, central heating; stabling, garage, man's room; tennis lawn, rose garden, large kitchen garden, and about 30 ACRES grassland. Shooting over several thousand Acres can be had.
Full details of NICHOLAS, 4, Albany Court-yard, Piccadilly, W.1.

BEACONSFIELD, CHILTERN HILLS.
Close to Station, G.W.R. and L. and N.E.R.
FREEHOLD Detached RESIDENCE in about Half-acre of garden; electric light, gas, water, and drainage; four bed rooms, bath room, hall, two or three reception rooms. Space for garage.—Unfurnished, MAPLE and Co., Ltd., Tottenham Court-road, W.1.
£1,750. or nearest offer to Let. Unfurnished. Agents.

GERRARDS CROSS (12 minutes' walk from station, overlooking park and golf course).—Detached RESIDENCE; six bed, three reception, bath (hot and cold); usual offices; brick garage; two greenhouses; large garden well stocked with fruit trees. Price, £2,650. Freehold. Vacant Possession.—For appointment to view apply MAY, WOULFE and GWYTHER, 20, Bedford-row, W.C.1.

UNIQUE BLACK AND WHITE HOUSE DATED 1616.
GLOS. and WORCS. Borders.—Quaint and picturesque RESIDENCE on a secluded, sunny slope; four reception rooms, six bed rooms, bath (hot and cold), 2 h.p. main electricity, modern drainage, garage, farmery. FREEHOLD £2,400; up to 4½ ACRES, £3,200.—Apply JAMES STYLES and WHITLOCK, Estate Agents, Oxford.

HAMPSHIRE (near Yachting and Golf).—FREEHOLD COUNTRY RESIDENCE for SALE; three reception, seven bed rooms, bath room; garage, tennis lawn, good grounds.—Apply BLAKE and LANE, Southampton.

OF EXCEPTIONAL CHARM.
A very special Property not previously on the market.
HASLEMERE (near), lovely views; three reception, 10 bed, bath, usual offices, servants' hall; exceptionally well fitted; company's water, gas and electric light, main drainage; garage; very attractive gardens, FREEHOLD £1,800 including all fittings. POSSESSION.

COUNTRY AND SEASIDE (continued)

NORFOLK & PRIOR,
14, HAY-HILL, BERKELEY-STREET, W.1.
INSPECTED and RECOMMENDED.

HIGH HAMPSHIRE.
2½ miles station, 90 minutes London.
CHARMING OLD-FASHIONED RESIDENCE. Two reception, five bed, dressing, bath room; Co.'s Water, Gas, Electric light, Central heating; Stabling, two Garages, Cottage; delightful grounds and paddock of THREE ACRES. FOR SALE FREEHOLD.

CIRENCESTER (Four Miles).
AN OLD-WORLD STONE-BUILT RESIDENCE.
Lounge hall, three reception, 10 bed rooms, three bath, servants' hall, Electric light, Central heating. Unfailing Water; Garages, fine Stud Buildings, five cottages. Inexpensive grounds, tennis court, orchard, and parklike pasture intersected by a TROUT STREAM.
66 ACRES. FOR SALE.
Or the Residence and Grounds only would be sold.

JUST IN THE MARKET.
UNSPOILT HERTS.
A few miles North of Harpenden, with its excellent service of trains to Town.
AN OLD HOUSE
IN AN OLD-WORLD GARDEN:
Two reception, six bed rooms, bath room.
Electric light. Central heating. Good water and drainage.
Garage for two cars.
ABOUT FIVE ACRES. FOR SALE.

WEST SUSSEX.
Glorious Views of the Downs, well away from main roads.
ENCHANTING XVth-CENTURY RESIDENCE full of old oak, modernised; lounge hall, four reception, 11 bed and dressing, bath room; central heating, constant hot water, petrol gas lighting, modern drainage.
Two garages; delightful gardens; about
TWO ACRES. FOR SALE.
OFFICES: 14, HAY-HILL, W.1.

BUCKLAND & SONS,
SURVEYORS, VALUERS, &c.,
WINDSOR (Tele. 48), Slough (Tele. 28),
Reading (Tele. 1890).

MIDDLESEX.—Attractive, well-built, pre-War RESIDENCE, easy distance station (Paddington 30 minutes); hall, three reception, four bed rooms, bath room; co.'s gas, electric light, telephone; garage; large garden with tennis lawn. £2,250 FREEHOLD (5607).
SOUTH-EAST COAST.—PLOTS of FREEHOLD BUILDING LAND; beautiful situation, facing sea. Uninterrupted view. All services available.—Plan and particulars from the Agents.

LEATHERHEAD, FETCHAM PARK.—THREE exceptional HOUSES, built by private contract to special designs of architects, for SALE; three bed rooms £1,350; four bed rooms £1,625; four bed rooms garage, £2,450; also five bed rooms £2,650.
Building plots, all services, tree-planted roads, from £200.
PERCY HARVEY PROPERTIES, Ltd., Moorgate Station Chambers, E.C.2.

LITTLESTONE-on-SEA, KENT.—Imposing RESIDENCE on sea front, converted into two maisonnettes, with lower ground floor adaptable for another; garage three cars; bathing bungalow on beach opposite, for SALE, FREEHOLD; immediate possession. PRICE £1,600; secluded, health-giving resort; golf, &c.—Apply Clarke, 46, Cleveland-square, W.2.

SOUTH DOWNS.
Glorious views. Near Petworth.
MOST ATTRACTIVE HOME, enjoying full South aspect over lovely country; lounge, three sunny reception rooms, 11 bed rooms, three bath rooms, spacious offices, servants' hall; central heating; lighting; Co.'s water; garage, stabling; lodge; cottage; well-matured gardens and pasture, 10 ACRES or more. Recommended.—Price of MILLAR, SON and Co., 5, Carlos-place, W.1.

SMALL SPORTING ESTATE
SALE
VERY MODERATE PRICE.
NEAR DARTMOUTH.—Particularly attractive FREEHOLD RESIDENTIAL ESTATE; old-world House; five reception, nine bed, two bath, usual offices; excellent range of farm buildings, cottage, and 90 ACRES or less, or more could be bought.
Electric light. Telephone. Central heating.
TENNIS COURT AND GARDENS.
Write Box T.1891, The Times, E.C.4.

NEAR COLCHESTER.—The LANGHAM OAKS ESTATE is for SALE by direction of Major-General Mullens, C.B.; a beautiful reasonably sized HOUSE, with all modern improvements and 500 acres or less land.—Particulars from P. Dudding, Esq., Holbeche House, near Dudley, Worcs.

NEWBURY (two miles).—For SALE, HISTORICAL HOUSE standing in own grounds; six bed, three reception, three bath rooms; electric light, companies' water; cottage, garage.—Write Box 04206, The Times, 72, Regent-street, W.1.

ON a FAVOURITE UPPER REACH of THE THAMES, close to railway station and an hour's journey to Paddington; seven bed rooms, bath, two reception rooms. Suitable for permanent residence. For SALE at low price by order of mortgagee. IMMEDIATE POSSESSION.—Agents, SIMMONS and SONS, Henley-on-Thames. (1171.)

ROSE CLAD
16TH CENTURY COTTAGE,
£1,495.
PERFECT ORDER; heavy oak beams, open fire places; two sitting rooms, four to five bed rooms, bath, company's water; hot water boiler; garage; garden nearly one acre; Godstone Station three miles.—WHITEMAN, 56, Brompton-road, S.W. Sloane 0138.

STANMORE.—"CHEZ-NOUS," MARSH-LANE, to be LET; three reception, hall, cloak room off, six bed and dressing rooms, all with hot and cold water; electric light, gas, power. Recently decorated. Large garden. Garage.

SHERINGHAM.—Unique situation on South slope, overlooking grand country, handy golf, tennis, town, beach.—Superior RESIDENCE; pretty garden; two reception, four bed rooms, bath room; all modern essentials. For SALE with POSSESSION.—LIMMERS HOUSE AGENCY, Sheringham (Tele. 4), Cromer (Tele. 24).

SURREY, 40 minutes from Town, adjoining famous Sporting Estate, with golf, tennis, croquet, swimming, &c.—Attractive MODERN HOUSE; 11 bed, two bath, three reception, and a billiard room; garage; chauffeur's flat; main lighting, heating, water and drainage; secluded and well-timbered grounds; about TWO ACRES. FREEHOLD for SALE at bargain price of £5,000.—Sole Agents, WILSON and Co., 14, Mount-street, W.1, Grosvenor 1440.

BEAUTIFULLY PANELLED HALL.
SUSSEX (near district).—Charming old-world RESIDENTIAL PROPERTY with possibilities; three reception, seven beds, bath room, offices; garage and outbuildings; gardens, lovely pond, in all 2½ ACRES. FREEHOLD only £1,450.—WEST and Co., Havelock-road, Hastings.

SUSSEX HOUSES.
ROSS and DENNIS, UCKFIELD and EASTBOURNE.

THREE DELIGHTFUL COUNTRY COTTAGES in old-world village in Bucks, 40 miles London, centre of Whaddon Chase; brick built and thatched roofs; 18 rooms in all; pretty garden; ¼ Acre; brick-built barns suitable garage or stables; in good repair. FREEHOLD at ready occupation or investment.—Write Box 1916, The Times, E.C.4. Photographs shown in London.—Write "Executor," 37, Welbeck, E.C.4. 'Phone, Mansion House 5880. No agents, please.

TO be LET, within four miles Manchester, RESIDENCE, containing four reception, six bed rooms, box rooms, servants' bed rooms, billiard room, two bath rooms, kitchen and good domestic offices, wine cellar; garage, greenhouse, &c., in grounds having total area 12a. 2r. 3c. Adjoins Golf Course.—For rent and particulars apply A. J. BRICKWELL, Surveyor, L.N.E.R. Estate Office, Paton-street, Manchester.

TORQUAY.—Detached RESIDENCE; four bed rooms, bath, two reception rooms; nice position; part exchange considered.—Collins, Hyrncoe, Parkhurst-road, Torquay.

WILTS.—Gentleman's RESIDENCE in lovely open surroundings on high ground, main line station and market town accessible; golf, fishing (River Test), and shooting to be had in district; two good reception rooms, four bed rooms, bath room and w.c., excellent domestic offices; brick-built garage and stable; about 2 acres cultivated garden, 1 acre; no road charge; electric light; for rent, £150 PREFERABLE. Ready to move into.—Particulars of SALTER, REX and Co., Chartered Surveyors, 121, Cheapside, E.C.2. (National 8394.)

WHY NOT BUILD
a House to meet your exact requirements in the district of your choice? Our complete and exclusive planning service operates in all districts.—Write for brochure "A," with Plans and price-ranges.
Universal Housing Co., Ltd., Rickmansworth.

£700 with 40UY 200-YEAR-OLD HOUSE (modernized), in pretty BERKSHIRE VILLAGE; two sitting rooms (one 19ft. by 19ft.), three bed rooms, bath.—Apply Messrs. NICHOLAS, Reading.

HURCOMBS, PICCADILLY, W.1.

IMPORTANT SALE OF OLD SILVER.
The Sale of Old Silver at my Rooms on Friday next will be one of the most important I have had this year. There will be no less than 400 lots and the sale will begin at 9.30 a.m. Some idea of the importance of the sale can be gathered from the fact that the fourteen lots illustrated below will realise £1,300 at least. The public are invited to come and see the things on view on Thursday or see the sell on Friday.

One or more of these pieces will exceed £35 per oz. The public is invited to view this fine display on Thursday. Sale begins on Friday at 9.30 a.m.

FORTHCOMING SALES:
Friday, 10.30 a.m., Antique Silver, Plate, &c.
Friday, 1.0 p.m., China and Books.
Friday, 2.30 p.m., Jewelry, Pearls, &c.
A chair on which William III. sat when landing at "Carrickfergus" (Irish rebellion).

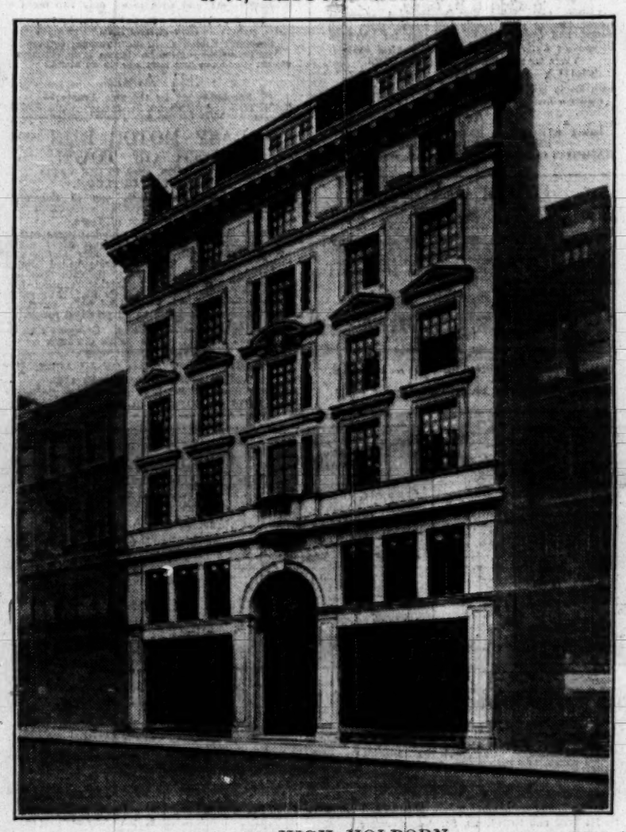
Shortly visiting:
Barnsley, Dewsbury, Leeds, Keighley, Selby, Hull, Beverley, Grimsby, Driffield, Bridlington, York, Pickering, Thirsk, Ripon, Harrogate, Lancaster, Carnforth, Ulverston, Kendal, Leyburn, Richmond, Scarborough, Whitby, Hartlepool, Durham, Barnard Castle, Darlington, Northallerton, Settle, Appleby, Penrith, Alston, Whitehaven, Workington, Cockermouth, Carlisle, Longtown, Haltwhistle, Hexham, Newcastle, Sunderland, Tynemouth, Morpeth, Rothbury, Alnwick, Seahouses, and farther North. Also Ireland and Channel Isles.

WHY KEEP SILVER IN THE BANK WHEN SUCH RECORD-BREAKING PRICES CAN BE OBTAINED AT MY ROOMS?

For 21s. two of my representatives—one with a knowledge of plate and jewels and the other pictures, porcelain, old furniture, objects of art, &c.—will call and impart all the information they can, and, if desired, bring the jewels and silver away in the car.

HURCOMBS, PICCADILLY, W.1
(entrance 1, Dover-street).
'Phone, Gerrard 5971-4.

HIGH HOLBORN HOUSE,
52-54, HIGH HOLBORN,
11-19, BROWNLOW-STREET,
AND
49-51, BEDFORD-ROW.



52 to 54, HIGH HOLBORN.
ENTRANCES IN HIGH HOLBORN AND BEDFORD-ROW.
TO BE LET.
SHOPS, SHOWROOMS AND SUITES OF OFFICES.
TO SUIT TENANTS' REQUIREMENTS.
THREE PASSENGER LIFTS. CENTRAL HEATING.
ALL MODERN IMPROVEMENTS AND CONVENIENCES.
FLOOR SPACE, 75,000 SQ. FT.
MODERATE INCLUSIVE RENTALS.
APPLY SOLE AGENTS:—
BUCKMASTER & WILLIAMS,
33, FURNIVAL-STREET, HOLBORN, E.C.4. Telephone, HOLBORN 5749.

COUNTRY AND SEASIDE (continued)

JUST AVAILABLE.
WOLDINGHAM, SURREY.
Station 12 minutes. London 40 minutes.
High up with fine views over Marden Park.
A well-built MODERN RESIDENCE, having lounge hall, two reception, nine bed and dressing, bath; main water, gas, and electricity; central heating; two garages.
Inexpensive wooded grounds with good tennis court.
5 ACRES. £4,750 FREEHOLD.
Inspected and recommended by Sole Agents:
GORDON PRIOR & GOODWIN,
27-28, PALL MALL, S.W.1. Gerrard 3018.

EXTREMELY LOW PRICE.
WORCESTERSHIRE.—An interesting old-world RESIDENCE called THE CHANTRY, FLADBURY, standing amid lovely grounds, and containing lounge hall, two reception rooms, fine bed and dressing rooms, bath room (hot and cold), and w.c., ample offices; 4 or 11 ACRES; electric light; water pumped by electric pump. VACANT POSSESSION.—Apply Sole Agents, JAMES STYLES and WHITLOCK, 140, High-street, Oxford.

UNPRECEDENTED BARGAIN.
500 FEET UP, adjacent Golf Links.—COUNTRY HOUSE in THREE ACRES of lovely old gardens and meadow; six bed, bath room, two reception, billiard room; water, gas; electricity available. £2,000 FREEHOLD.—FROST, Beaconsfield (Phone 600).

3,000 GUINEAS.
35 MINUTES LONDON (rural part of Kent).—Old-world RESIDENCE; lounge hall, three reception rooms, two bath rooms, six-seven bed rooms.
Electric light. Gas. Co.'s water. Telephone.
Garage; cottage; good outbuildings; charming gardens of about 2½ acres, including tennis lawn, kitchen garden, rock garden, &c.
TRESIDDER and CO., 37, Albemarle-street, W.1.

FURNISHED COUNTRY AND SEASIDE HOUSES
3 lines 6s. 9d. (minimum)

ALDEBURGH, Good golf and yachting.—Lady's well FURNISHED HOUSE; three reception, seven bed rooms; garden; garage, &c.; three minutes sea; available June 1st for four-eight weeks.—Moderate rent.—R. W. RAINSFORD, Aldeburgh, Suffolk.

BEXHILL & COODEN BEACH.
Furnished and Unfurnished Houses.
STAINES and Co., 28, Devonshire-road. 'Phone 349.

BEXHILL-ON-SEA & COODEN.
FURNISHED HOUSE AGENTS, STEVENS and SONS.
WITHIN 44 MINUTES OF WEST END.
BUCKS.—Charming RESIDENCE, beautifully FURNISHED. Six bed, two bath, three reception rooms. Modern conveniences. Garage, stabling. To be LET for four or six months. Moderate rental.—GIFFORD and SONS, 26, North Audley-street, Mayfair 1802-3.

CORNWALL.—FURNISHED HOUSE on the sea front to be LET for one year; good position; 10 rooms; every convenience; near beautiful sands, golf, &c.; safe bathing. Rent 12gns. weekly.—Payne, Carbis Bay.

FURNISHED COUNTRY AND SEASIDE HOUSES (continued)

CHIDDINGFOLD, SURREY.—FURNISHED HOUSE to be LET, four bed rooms, bath; garage; garden. Long let.—Write Box G.1054, The Times, E.C.4.

COMFORTABLY FURNISHED MODERN HOUSE in quiet village on East Coast; 10 guineas per week to careful tenant. Or would Sell, Freehold.—Write Box T.1925, The Times, E.C.4.

DEVON.—Nicely FURNISHED BUNGALOW, containing one double, one single bed room, dining room, kitchen, bath room; inside sanitation; plate and linen; electric light and gas.—Budrett, Uplyme, Lyme Regis.

EASTER, WHITSUN, and SUMMER HOLIDAYS.—FURNISHED HOUSES and BUNGALOWS at GORLESTON-on-SEA for short periods.—Apply D. C. Thomas, The Links, Gorleston. Tele., Gor. 135.

FURNISHED; August; 3½ miles from Guildford; 18 bed, three sitting, three bath, nursery; electric light; tennis; garage; large garden, produce; station one mile; 20gns. weekly.—Write Box P.1564, The Times, E.C.4.

70 MILES LONDON. TO BE LET FURNISHED, HANTS.—Attractive GEORGIAN RESIDENCE in beautiful country; 10 bed, three bath, three reception rooms. Modern conveniences. Garages. Delightful pleasure grounds, two tennis courts in all 15 ACRES.—GIFFORD and SONS, 26, North Audley-street, Mayfair 1802-3.
NEVER LET PREVIOUSLY.

HERTS, favourite district about 20 miles from London. To be LET, FURNISHED for spring and summer, commodious modern MANSION (seat of a nobleman), in finely timbered park; spacious halls and reception rooms, about 24 bed, and six bath rooms; ample stabling and garages; men's rooms; beautiful grounds, walled garden and glasshouses; little coarse fishing; moderate rent. Recommended.—Agents, GIDDY and GIDDY, 61, Grosvenor-street, W.1.

NEAR OXFORD and COTSWOLDS.—Charming XVIIth-CENTURY MANOR HOUSE; three sitting, five bed, electric light, phone; beautiful garden, tennis; May, 12 months, 6gns.—Hiley, Ducklington, Witney, Oxon.

NEWBURY.—For particulars of all FURNISHED HOUSES available in and around NEWBURY apply to
THAKE and PAGINTON, Land Agents, Newbury.

SOMERSET.—Charming old-fashioned COTTAGE RESIDENCE to be LET, Furnished or on Lease; seven rooms (17ft by 14ft); two single; indoor sanitation, back stairs; usual offices, stable, coach house; hunting; three acres.—Apply SLADE, House Agent, Chard, Somerset.

SUSSEX.—Sweet old-fashioned FURNISHED HOUSE to be LET; three reception, five bed; stocked garden; three Acres; garage, stabling, &c.—Hitchens, Tenterden, near Sittingbourne.

SWANAGE.—Four-roomed FURNISHED COTTAGE to be LET.—Write Box T.1916, The Times, E.C.4.

TO be LET FURNISHED, six months or longer, OLD GEORGIAN HOUSE in KENT Village; three reception, six bed rooms, bath, &c.; delightful secluded walled garden; 2 loose boxes, barn, garage; 2½gns. a week.—Write Box G.1058, The Times, E.C.4.

TO be LET, ELIZABETHAN FARMHOUSE, Leith Hill district; three reception rooms and music room, seven bed rooms; happy peaceful place; May, June, July; August, Sept. 9. Miss Vale, Chobham.

TO be LET, FURNISHED, from April to October or longer, delightful MODERN RESIDENCE with lovely views, containing six bed, bath, three reception, usual offices, servants' hall, garage, tennis lawn; SIX ACRES.
FINCHAMPSTEAD RIDGES GOLF
Agents, Messrs. NICHOLAS, 1, Station-road, Reading.

BUSINESS PREMISES
3 lines 6s. 9d. (minimum)

ALDWYCH.—To be LET, in one of the best buildings, an expensively equipped and well-lighted SUITE of OFFICES, ready for immediate occupation; oak-panelled board and directors' rooms, drawing offices, &c.; area 2,300 feet super; very low rent, including rates, heating, cleaning, and all charges.—Apply ROGERS and COATES, Chartered Surveyors, 83, Kingsway, W.C.2.

WESTMINSTER.
AN attractive GROUND-FLOOR SUITE of THREE OFFICES situated close

AUCTIONEERS,
ESTATE AGENTS,
SURVEYORS,
VALUERS.

HAMPTON & SONS,

20, ST. JAMES'-SQUARE, S.W.1.

Branches { HEATH STREET, HAMPSTEAD Telephone: 2727 Hampstead. WIMBLEDON COMMON Telephone: 0080 Wimbledon.

Correspondents in all the chief towns in the British Isles.

SOLD NOTICES

SOLD.

168 AND 168A, NEW BOND-STREET, W.1. AN APPRECIATING INVESTMENT.

HAMPTON and SONS (in conjunction with Messrs. NICHOLAS) announce they have SOLD the CORPORATION LEASE of the above by private treaty.

SOLD.

40, ALEXANDRA-STREET, SOUTHEND. IMPORTANT FREEHOLD SHOP PREMISES situate in one of the main shopping thoroughfares and let to a well-known multiple firm.

HAMPTON and SONS announce they have SOLD this Valuable Freehold Investment by private treaty.

SOLD.

ABBEY COURT, ST. JOHN'S WOOD. A MAGNIFICENT BLOCK of 24 MANSION FLATS, producing a gross income of £3,600 per annum.

HAMPTON and SONS announce they have SOLD this attractive Investment by private treaty.

SOLD.

"ELMWOOD," KENLEY, SURREY. AN IMPOSING FREEHOLD COUNTRY RESIDENCE with garages, stabling, cottage, and delightful grounds of 10½ ACRES.

HAMPTON and SONS announce they have SOLD the above since their recent Auction.

SOLD.

"BODICOTE HOUSE," NEAR BANBURY. The well-known fine old stone built RESIDENCE upon which thousands of pounds have been lavished in modernisation and beautiful appointments, together with the hunter-stabling, lodge, farm buildings, cottages, and about 35 ACRES of Park with magnificent Cedar and other timber.

HAMPTON and SONS announce they have SOLD the above by private treaty.

SOLD.

"BRACON LODGE," NEAR NORWICH. Charmingly situated FREEHOLD RESIDENCE together with stabling, lodge and cottage and well-timbered grounds of over 35 ACRES.

HAMPTON and SONS (in conjunction with Messrs. MEALING, MILLS and Co., of Norwich) announce they have SOLD the above by private treaty.

SOLD.

"EASTCOTT," KINGSTON HILL. An exceptionally well-appointed RESIDENCE with two cottages, in grounds of about 3¼ ACRES.

HAMPTON and SONS announce they have SOLD the above by private treaty.

SOLD.

FREEHOLD BUILDING LAND, forming part of COPTHALL FARM ESTATE, HAREFIELD.

HAMPTON and SONS announce that at the Auction on 27th March they disposed of Lots 1 to 9. Lots 10 to 14 remain unsold and can now be treated for privately.

SOLD.

"DONORE," CLIFTON-ROAD, WIMBLEDON COMMON. An attractive MODERN RESIDENCE situated in a favourite road, just off the Common.

HAMPTON and SONS announce thay have SOLD the above by private treaty.

SOLD.

"HEATH CORNER," TADWORTH. A Modern FREEHOLD RESIDENCE, adjoining Heath Heath, together with grounds of about 1¼ ACRE and a garage.

HAMPTON and SONS announce they have SOLD the above by private treaty.

SOLD.

42, RUSSELL-HILL, PURLEY, SURREY. Attractive Freehold RESIDENCE, with pretty pleasure grounds.

HAMPTON and SONS (in conjunction with Messrs. SLADE and CHURCH) announce they have SOLD the above since their recent Auction.

SOLD.

"HEATHERHURST," PARKSIDE, WIMBLEDON COMMON. An Attractive Georgian-style RESIDENCE, facing the Common.

HAMPTON and SONS announce they have SOLD the above by private treaty.

SOLD.

"SHORD HILL," KENLEY. An Attractive FREEHOLD RESIDENCE, with cottage, garage, other outbuildings, and some 4½ ACRES.

HAMPTON and SONS (in conjunction with Messrs. HARRODS, Ltd.) announce they SOLD the above prior to the Auction.

SOLD.

"REDNAL," PURLEY OAKS ROAD, SANDERSTEAD. A picturesque Freehold Residence; two garages, and gardens of over 1¼ ACRE.

HAMPTON and SONS announce they SOLD the above prior to the Auction.

SOLD.

EATHORPE HALL ESTATE, WARWICKSHIRE. A FREEHOLD RESIDENTIAL, SPORTING and AGRICULTURAL ESTATE of about 714 ACRES, including the Hall and park, three farms, Mill and village properties.

HAMPTON and SONS announce they have SOLD the above by private treaty.

SOLD.

"COOMBE PLACE," MEONSTOKE, HANTS. A picturesque COUNTRY RESIDENCE, with stabling; two garages, Cottage, and about 61 ACRES.

HAMPTON and SONS announce they have sold the above by private treaty.

SOLD.

21, ABERCORN-PLACE, N.W. A most attractive FREEHOLD in this favourite position.

HAMPTON and SONS (in conjunction with Messrs. SNELL and Co.), announce they have SOLD the above by private treaty.

SOLD.

"THE HERMITAGE," KENSINGTON, W. A fascinating old-world COTTAGE, a few yards from Kensington Gardens.

HAMPTON and SONS announce they have SOLD the above by private treaty.

ESTATE OFFICES: 20, ST. JAMES'-SQUARE, S.W.1.

WIMBLEDON COMMON PROPERTIES

By order of Executors.
A FINE PERIOD HOUSE.

WIMBLEDON COMMON.

Just off, on high ground, close to the Royal Wimbledon Golf Course.

FOR SALE, FREEHOLD, a delightful old-world RESIDENCE (original portion about 200 years old) which has been enlarged and brought up to date at considerable expense. Carriage drive, lodge, fine oak-panelled reception hall, billiard, three reception, two bath, 12 bed rooms, and three dressing rooms.

Ground-floor offices.

South Aspect. Oak floors and panelling. Central heating. Electric light.

DELIGHTFUL GROUNDS of 3¼ ACRES.

Garages, Stabling, Lodge, Cottage. Range of glass. *STRONGLY RECOMMENDED TO THOSE SEEKING A GENTLEMAN'S RESIDENCE OF DIGNITY AND CHARM.*

Also considerable potential Building Value.

HAMPTON and SONS, High-street, Wimbledon Common, and 20, St. James'-square, S.W.1.

AT THE LOW UPSET PRICE OF £3,000. Perfect seclusion. Away from noise and traffic.

"DRAXMONT," WIMBLEDON HILL.

Delightfully situated on the crest of a Southern slope, in beautiful grounds of

OVER 4½ ACRES.

Approached by two long carriage avenues. Spacious lounge hall, billiards music room 35ft. by 25ft., double drawing room, panelled dining room, library, four baths, 12 bed rooms, servants' hall. Excellent ground-floor offices.

Central heating. Parquet flooring. South aspect. Distant views.

Garages for three cars, two stalls. Married quarters for chauffeur and gardener. Hard and Green Tennis Courts.

Kitchen and fruit gardens, range of glass. Held on lease expiring in 1942 and 1947 at the low Ground-rent of £74 per annum.

POSSESSION ON COMPLETION.

To be SOLD, by AUCTION, on TUESDAY, 6th MAY (unless previously sold).

Solicitors: Messrs. Barnard Taylor and Douglas, Mann, 47, Lincoln's Inn-fields, W.C.2.

Particulars from the Auctioneers, HAMPTON and SONS, High-street, Wimbledon Common, and 20, St. James'-square, S.W.1.

WIMBLEDON COMMON.

"DERAMORE," BURGHLEY-ROAD.

Enjoying a fine position close to the Royal Wimbledon Golf Course and All-England Tennis Ground.

AN ARTISTIC MODERN HOUSE *of solid construction and replete with all conveniences.*

Lounge hall, two reception, two bath, seven bed, excellent ground-floor offices, spacious rellarage. Electric light. Constant hot water. Garage for two cars.

To be SOLD by AUCTION on TUESDAY, 29th April (unless previously sold).

Solicitors, Messrs. Gregsons, 34, Surrey-street, Strand, W.C.2. Particulars from the Auctioneers, HAMPTON and SONS, High-street, Wimbledon Common, S.W.19, and 20, St. James'-square, S.W.1.

Admirably suited for NURSING HOME or DOCTOR'S RESIDENCE.

WIMBLEDON COMMON.

(Just off, in a quiet and convenient position.)

For SALE, FREEHOLD, a solidly built RESIDENCE, with large rooms, sunny aspect.

Three bedrooms.	Nine beds.	Excellent offices.	Servants' hall.
Reception.	Bath room.		

Altitude nearly 200ft. Gravel soil. Electric light and power. Constant hot water supply.

CHARMING GARDEN with tennis lawn. SPACE FOR GARAGE.

Full particulars Sole Agents, HAMPTON and SONS, High-street, Wimbledon Common, and 20, St. James'-square, S.W.1.

ALMOST ADJOINING

WIMBLEDON COMMON.

In Calonne-road, the choicest residential position in the district.

For SALE, FREEHOLD, a beautifully appointed RESIDENCE, up to date in every respect.

Gravel soil.	*Three Baths.*	*Parquetry flooring.*	*South aspect.*

Three reception, 11 bed and dressing rooms, excellent ground-floor offices.

Central heating (ten radiators). Constant hot water. First-rate order. Every convenience.

TENNIS COURT. GARAGE SPACE.

Apply HAMPTON and SONS, High-street, Wimbledon Common, and 20, St. James'-square, S.W.1.

TOWN HOUSES

WESTMINSTER.

A COMPACT MODERN HOUSE, in a quiet position close to Smith-square.

VIRTUALLY NON-BASEMENT.

Lounge hall, three-four reception, five-six bed rooms, two bath rooms, ground floor domestic offices.

The house is in very good order, and enjoys modern conveniences, such as central heating, independent hot water, electric power, polished oak floors, &c.

Trust Lease for Sale at Moderate Price.

Confidently recommended by both Agents.

HAMPTON and SONS, 20, St. James'-square, S.W.1.

CLOSE TO

BELGRAVE-SQUARE.

An EXCEPTIONALLY CHOICE RESIDENCE, the subject of an immediate outlay.

Beautiful decorations and mantelpieces, new sanitation, electric power, internal telephones, service lift, luxury basins in bed rooms, &c.

Ten bed rooms, three baths.

Five reception rooms, and model offices.

Lease about 20 years. Rent £325.

Moderate premium required for the large outlay, but bearing no relation to the cost.

Strongly recommended to anyone requiring an ideal home ready for entry without any outlay.

HAMPTON and SONS, 20, St. James'-square, S.W.1.

A NOTABLE TOWN HOUSE,

standing in its own BEAUTIFUL GARDEN, WITH TENNIS COURT.

ADJACENT to the PARK.

Sumptuously decorated and fitted with every modern convenience including PASSENGER LIFT.

Fine magnificent reception rooms on ground floor, Ball room, 18-20 bed rooms all on two floors, 8-2 bath rooms, model domestic offices.

GARAGES, COTTAGE, &c.

For further particulars apply HAMPTON and SONS, 20, St. James'-square, S.W.1.

IMPOSSIBLE TO DESCRIBE, MUST BE SEEN.

A WONDERFUL LOW-BUILT DOUBLE-FRONTED MODERN HOUSE

(only two floors above the ground floor).

In a quiet situation close to

PORTLAND-PLACE and REGENT'S PARK.

Sumptuously appointed and equipped with every luxury and labour-saving device.

Nine bed and dressing, three reception (on ground floor), three bath, white tiled offices.

LONG LEASE FOR SALE.

HAMPTON and SONS, 20, St. James'-square, S.W.1.

JUST IN THE MARKET.

ONLY £4,500. 20 YEARS' DIRECT LEASE.

A CHARMING LOW-STORIED HOUSE, FACING SOUTH, IN A QUIET POSITION, ADJOINING

BRYANSTON-SQUARE.

Four reception, seven bed, bath. Usual offices. INDEPENDENT HOT WATER.

Inspected and recommended by HAMPTON and SONS, 20, St. James'-square, S.W.1.

HOUSE OF GREAT CHARM. RUTLAND-GATE.

In delightfully quiet position facing Gardens.

Beautiful decorative condition and replete with all modern conveniences, including:

Central heating, raround flooring, &c. WITHOUT A DARK CORNER.

Eight or nine bed rooms, three bath rooms, four reception rooms, and exceptionally good offices.

Low Price for quick disposal of

FREEHOLD.

Strongly recommended by Sole Agents.

HAMPTON and SONS, 20, St. James'-square, S.W.1.

DELIGHTFUL COTTAGE RESIDENCE, ENJOYING ABSOLUTE QUIETUDE.

PRINCE'S-GATE

(just out of).

For SALE, the long Lease of Charming little COTTAGE with LARGE GARAGE. £4,250 GUINEAS.

Three bed rooms, two bath rooms, two reception rooms, kitchen, pantry, and store room.

Parquet floor, radiators, electric power. Exquisitely decorated.

READY FOR IMMEDIATE OCCUPATION.

Strongly recommended by the Sole Agents.

HAMPTON and SONS, 20, St. James'-square, S.W.1.

PASSENGER LIFT.

KENSINGTON.

In a quiet position close to Park.

A MODERN FREEHOLD RESIDENCE.

For sale on advantageous terms by order of Executors. FREEHOLD £7,000. OR OFFER.

Eight or nine bed rooms, two bath rooms, hair reception, and offices.

Special circumstances necessitate an urgent sale and therefore the property is obtainable as a REAL BARGAIN.

Agents, HAMPTON and SONS, 20, St. James'-square, S.W.1.

A LOW-STORIED HOUSE. FACING REGENT'S PARK.

Three ground-floor reception. Seven-eight beds (three on first floor). Two bath. Usual Offices.

Excellent order. Part central heating. Constant hot water, &c.

REASONABLE PRICE. FOR DIRECT CROWN LEASE.

Inspected and recommended by HAMPTON and SONS, 20, St. James'-square S.W.1.

A REALLY

SMART LITTLE HOUSE,

recently modernized and beautifully redecorated throughout and every modern comfort installed, occupying a quiet, sunny and accessible position in

ST. JOHN'S WOOD.

Four-five bed, two bath, two reception. Offices on ground level. CHARMING GARDEN.

FREEHOLD ONLY £3,750,

including new fixtures, fitted carpets, &c. HAMPTON and SONS, 20, St. James'-square, S.W.1.

West End and City within 20 minutes.

"BARONS COURT," THE BISHOPS-AVENUE.

MINIATURE ESTATE OF ABOUT 2½ ACRES.

Hard tennis court. Spacious garage premises.

Nine bed rooms, three baths, four ground-floor reception rooms, billiard room and non-basement, domestic offices.

Lease about 966 years. Ground-rent £100 per annum.

Vacant possession on completion.

To be SOLD by AUCTION, on Tuesday, 8th April (unless previously sold).

Solicitors:—Messrs. Park Nelson and Co., 11, Essex-street, W.C.2.

Particulars from the Auctioneers, HAMPTON and SONS, The Clock Tower, 40, Heath-street, Hampstead, N.W.3, and 20, St. James'-square, S.W.1

RESIDENTIAL & SPORTING ESTATES

IN THE CENTRE OF THE BICESTER HUNT.

The HIGHLY ATTRACTIVE FREEHOLD RESIDENTIAL PROPERTY known as

"CHETWODE PRIORY," nr. BUCKINGHAM.

Situate in absolutely unspoilt surroundings and comprising a CHARMING OLD STONE-BUILT RESIDENCE.

Just recently brought up to date and fitted with all modern conveniences.

Hall, four reception rooms, 11 bed rooms (or more), three bath rooms, excellent domestic offices. *Electric light. Filled lavatory basins in bed rooms. Telephone.*

HUNTER STABLING FOR SIX. GARAGE FOR TWO CARS.

DELIGHTFUL OLD PLEASURE GROUNDS with lawns, Monks' garden and fish-pool, walled kitchen garden.

FOUR GOOD COTTAGES. FARM BUILDINGS.

The land (including some of the finest grazing in the district and the whole extends to an area of about

102 ACRES.

HAMPTON and SONS are instructed to SELL the above by AUCTION at the St. James' Estate Rooms, 20, St. James'-square, S.W.1, on TUESDAY, 6th MAY, at 2.30 p.m. (unless previously sold).

Vendor's Solicitors: Messrs. Pritt and Ford, Friar-chambers, Friar-lane, Nottingham.

Particulars, plan and conditions of sale to be obtained from the Auctioneers, HAMPTON and SONS, 20, St. James'-square, S.W.1.

SUSSEX & SURREY BORDERS.

400FT. ABOVE SEA LEVEL. IN BEAUTIFULLY SECLUDED COUNTRY. *YET ONLY ONE HOUR FROM TOWN.*

The picturesque old-fashioned HOUSE has recently been modernized, and contains hall, three reception rooms, eight bed and dressing rooms, two bath rooms, complete offices.

Central heating; electric light; telephone; company's water; modern drainage; lavatory basins in bed rooms.

PRETTY GARDENS, GARAGE, THREE COTTAGES.

Capital Farmery with bailiff's house and model farm buildings.

The land is all good grassland (all post and rail fenced), with small amount of woodland, previously carried valuable pedigree herd of cattle, in all

80 ACRES.

FOR SALE AT A VERY MODERATE PRICE.

Inspected and recommended by the Sole Agents, HAMPTON and SONS, 20, St. James'-square, S.W.1.

COUNTRY PROPERTIES

ONE OF THE CHOICEST PROPERTIES IN THE HOME COUNTIES.

In the beautiful district of

HINDHEAD.

Just over 40 miles by road from Town and within easy reach of two splendid Golf Courses. In wonderful position about 750ft. up.

FOR SALE FREEHOLD.

An artistic house containing lounge hall, four reception rooms, billiard room, boudoir, 15 bed and dressing rooms, two bath rooms, and offices.

Electric light. Central heating. Lavatory basins. Garages, Lodge. TWO COTTAGES.

EXQUISITE TERRACED GARDENS, wood and grassland, in all about

26½ ACRES.

Sole Agents, (8,29013.) HAMPTON and SONS, 20, St. James'-square, S.W.1.

VIRGINIA WATER.

Amidst lovely scenery, under two miles from WENTWORTH GOLF CLUB.

Easy reach of Sunningdale and Ascot.

For SALE, a most beautifully appointed RESIDENCE in superb position.

250FT. UP. LOVELY VIEWS.

Carriage drive, approach hall, suite of fine reception rooms, including beautifully oak-panelled dining room, billiard room, well-fitted offices, servants' hall, 11 bed rooms.

FIVE BATHS. TWO FLOORS ONLY.

Company's electric light, gas and water. Central heating. Constant hot water.

Garage for three. Chauffeur's flat with bath. Useful outbuildings, pair of modern cottages. GROUNDS OF GREAT NATURAL BEAUTY and heavily timbered, lawns, flower and rose gardens, kitchen garden, glasshouse, meadowland, &c., in all about

20 ACRES.

Inspected and highly recommended by HAMPTON and SONS, 20, St. James'-square, S.W.1. (8,41769.)

ON THE KENTISH HILLS.

Short motor ride of Maidstone and main line station. Wonderfully rural district absolutely unspoilt by building operations and immune from traffic.

FOR SALE FREEHOLD, a delightful COUNTRY HOUSE OF CHARACTER.

probably one of the most perfectly appointed residences in the County.

Lounge hall, three well-proportioned reception rooms, nine or more family bed rooms, three bath rooms, and excellent accommodation for servants.

Company's water. Electric light. Central heating.

TWO GARAGES. TWO COTTAGES.

TRULY BEAUTIFUL GROUNDS, with lovely lawns, tennis courts, flower and kitchen gardens, meadow and woodland. In all about

24 ACRES.

MOST STRONGLY RECOMMENDED FROM PERSONAL KNOWLEDGE.

HAMPTON and SONS, 20, St. James'-square, S.W.1. (K.39349.)

SOUTH DEVON.

Glorious position. 300ft. up, between DARTMOOR AND THE COAST.

Delightful OLD MANOR of great charm, now equipped in modern manner, placed half a mile from the road, in grand scenery, combining central hall, three other reception rooms, offices, 11 bed and dressing rooms, three baths.

Electric light. Central heating. Ample water. Four Cottages. Stabling. Garage.

Walled gardens, old lawns, tennis court, grassland.

NEARLY 50 ACRES.

Long Lease available on moderate terms. 500 Acres shooting included.

TROUT AND SALMON FISHING AVAILABLE.

Recommended from inspection by HAMPTON and SONS, 20, St. James'-square, S.W.1. (C.2735.)

In the glorious country around

LEITH HILL.

A LITTLE OVER 30 MILES FROM TOWN.

In a perfectly rural position, 750ft. up.

For Sale, a very Attractive Freehold RESIDENCE with hall, three receptions, offices, nine bed and dressing rooms, and bath room; only two floors.

Company's water. Partial central heating. Own electric light.

Stabling; heated glasshouse; garage; cottage. Well-established grounds, tennis lawn, kitchen garden, paddocks and parkland, in all about

25½ ACRES.

Recommended by the Sole Agents:— HAMPTON and SONS, 20, St. James'-square, S.W.1.

EASY MOTOR RUN NORTH OF TOWN.

Fine high position, close to Golf Course. DELIGHTFUL OUTLOOK.

FOR SALE FREEHOLD, one of the most superbly fitted small MODERN HOUSES *within easy reach of Town.*

Lounge hall 27ft. by 17ft. with handsome carved oak staircase and magnificent lacquer doors, drawing room same size, panelled in onyx marble and elaborate recessed fireplace, oak-panelled dining room 26ft. by 17ft. with stone fireplace, five bed rooms (one oak panelled) containing beautiful fireplaces and other costly fitments, tiled bath room, expensively fitted offices with tiled walls, secondary staircase, &c., oak floors to all principal rooms.

Electric light. Central heating. Company's water and gas. Telephone. Main drainage. Ideal boiler for hot water.

GARDEN OF OVER ¼ OF AN ACRE. Garage with chauffeur's room over.

Strongly recommended from personal knowledge by HAMPTON and SONS, 20, St. James'-square, S.W.1.

THE RESIDENCE

THE DINING ROOM

SEVENOAKS (NEAR).

SITUATE IN THE HEART OF BEAUTIFUL UNSPOILED COUNTRY. One mile South of Knole Pk.

FOR SALE, THIS CHARMING EASILY RUN OLD ENGLISH COTTAGE-TYPE HOUSE, sympathetically modernized and having old oak beams and floors and other interesting features.

Electric light. Lavatory basins in bed rooms. Company's gas. Modern sanitation. Constant hot water.

Three large reception rooms, eight bed rooms, two bath rooms, three w.c.'s, model kitchen, maids' sitting room, &c.

GARAGE, designed by Architect, for TWO CARS.

LOVELY OLD-WORLD GARDENS, crazy paving, sunk garden, lawns, rose garden, herbaceous borders, orchard of 300 trees, prolific kitchen garden, bathing pool 30ft. by 16ft., avenue walk of 150 yards lined with Lombardy Poplars, in all about

FOUR ACRES. PRICE 4,000 GUINEAS.

Recommended by HAMPTON and SONS, 20, St. James'-square, S.W.1. (K.33738.)

FOR SALE BY PRIVATE TREATY.

Strongly recommended from personal inspection.

"THE COPSE," WATER TOWER HILL, EAST CROYDON.

Occupying a wonderful and unique position in the highest point of this favourite residential locality, entirely secluded and quiet and free from all traffic nuisances, commanding extensive views and yet only a few minutes from the shops and station, with wonderful train service.

In perfect order and delightfully appointed, the well-planned House provides ten bed rooms, two bath rooms, billiards and three reception rooms, maids' room, and offices.

All companies' supplies. Garages for three cars.

First-rate tennis and other lawns, rock and rose gardens and spinney, the whole about ONE ACRE.

View strictly by order only from the Agents, HAMPTON and SONS, 20, St. James'-square, S.W.1. (S.29622.)

NEAR DORKING.

ONE OF THE MOST PERFECT PLACES NOW AVAILABLE.

550ft. up, with entrancing views, bounded by miles of Common and Forest.

FOR SALE FREEHOLD.

Attractive RESIDENCE in first-rate order, on light soil, with South-West aspect, approached by long drive with lodge entrance.

Electric light. Central heating. Company's water.

Lofty lounge hall, three reception rooms, 14 bed rooms, five bath rooms, servants' hall, and usual domestic offices.

LODGE, STABLING, GARAGE, HARD TENNIS COURT.

Exquisite and finely timbered grounds of great natural charm tennis lawn, kitchen garden, and grass, in all over

81 ACRES.

Inspected and recommended by the SOLE AGENTS, HAMPTON and SONS, 20, St. James'-square, S.W.1. (S.22645.)

In the notoriously healthy and accessible neighbourhood of

BUSHEY HEATH.

500FT. ABOVE SEA LEVEL. HALF AN HOUR BY CAR FROM TOWN.

Close to several Golf Courses. Near village and shops.

FOR SALE FREEHOLD. This most comfortable and attractive COUNTRY HOUSE, nicely secluded in very charming pleasure grounds.

ON TWO FLOORS ONLY.

All modern conveniences, including central heating.

Lounge, panelled drawing room, dining room, smoking room or study, nine bed rooms, two bath rooms, complete offices with servants' sitting room.

GARAGES for four cars. Numerous outbuildings. TWO COTTAGES.

Really charming grounds with grass and hard tennis courts, walled kitchen garden, orchard and meadowland, in all about

6 ACRES.

A DELIGHTFUL PROPERTY WITHIN A THIRTY MINUTES' RUN OF SHOPS AND THEATRES.

Highly recommended by the Owner's SOLE AGENTS, HAMPTON and SONS, 20, St. James'-square, S.W.1. (M.13729.)

Practically surrounded by

THE NEW FOREST.

For Sale, a residential property of small charm, occupying a perfectly secluded situation.

The delightful old house stands pleasantly on a knoll, and contains about a dozen bed and dressing rooms, two bath rooms, oak panelled and galleried lounge, four reception rooms, and offices.

Electric light; central heating; Company's water, &c.

GARAGES, STABLING, MODEL FARMERY. COTTAGE AND TWO LODGES.

Beautifully timbered MATURED GROUNDS with double tennis court, rockery with pool, walled garden, PADDOCKS and a PRETTY PARK with ornamental water, the whole over

60 ACRES.

Very strongly recommended from personal inspection by HAMPTON and SONS, 20, St. James'-square, S.W.1. (H.42464.)

SUSSEX COAST.

CHARMINGLY SITUATED AT RUSTINGTON AND CLOSE TO THE SEA.

FOR SALE, THIS PICTURESQUE RESIDENCE.

Seven or eight bed rooms, two large reception rooms, bath room (hot and cold). Electric light. Garage.

A secluded and charming garden stocked with wall and other fruit, lawns, clipped hedge, flower garden, &c., in all about ¾ ACRE.

PRICE £3,250.

Apply Sole Agents, HAMPTON and SONS, 20, St. James'-square, S.W.1. (C.31999.)

ESHER.

Pleasantly placed in this favourite district.

ABOUT 25 MINUTES FROM TOWN. Easy reach of Oxshott Woods.

For SALE, excellent pre-War MODERN HOUSE, well fitted and appointed.

Oak-panelled entrance hall, three reception (one oak-panelled), eight bed and dressing, bath room, capital offices.

Company's water, gas, and electric light and power. Independent hot water supply. Main drainage. Telephone. Garage.

Beautifully kept grounds, tennis lawn, flower and kitchen garden, &c., in all about ONE ACRE.

Personally inspected and recommended. HAMPTON and SONS, 20, St. James'-square, S.W.1. (S.41888.)

EXECUTORS' SALE. Only 15 miles from London.

THAMES DITTON.

For SALE at a LOW FIGURE an old-fashioned FREEHOLD COTTAGE RESIDENCE, containing halls, two reception, loggia verandah, four bed rooms, dressing and bath rooms, usual offices.

Greenhouse. Double GARAGE.

Pretty Gardens of well over Half-an-Acre, with Tennis Lawn, Plunge Pool, &c.

Company's electric light, gas, and water. Main drainage. Central heating. Gravel soil.

Sole Agents: HAMPTON and SONS, 20, St. James'-square, S.W.1.

AUCTION SALES

LOVELIEST PART OF SURREY. Artistic Medium-sized Freehold Residence.

"BROAD DENE," HASLEMERE.

Glorious position; over 600ft. up. Fine open views.

On only two floors: roomy hall, three reception rooms, loggia (nearly 80ft. long), offices, seven bed and dressing rooms, bath room.

Company's electric light, gas and water. Central heating. Telephone.

Span Gloshouse. Garage. Useful outbuildings. THE PRETTY GARDENS include broad gravelled terrace, tennis and other lawns, fruit and vegetable gardens and paddock, in all nearly

3 ACRES.

WITH VACANT POSSESSION.

To be SOLD by AUCTION (in conjunction with Messrs. C. BRIDGER and SONS), on TUESDAY next, 8th APRIL (unless previously sold).

Solicitor: Arthur Pearce, Esq., Lincoln's Inn Chambers, 40, Chancery-lane, W.C.2.

Particulars from the Auctioneers: Messrs. C. BRIDGER and SONS, Haslemere and Hindhead, or HAMPTON and SONS, 20, St. James'-square, S.W.1.

ESSEX & SUFFOLK BORDERS.

Hunting, Fishing, Golf. Shooting available.

THE VERY ATTRACTIVE FREEHOLD RESIDENTIAL PROPERTY.

"LAWFORD PLACE," MANNINGTREE.

Perfectly rural position, commanding views into Constable's Country.

The comfortable house comprises entrance hall, four reception rooms, two staircases, 12 bed and dressing rooms, two bath rooms, and complete offices. Own electric light. Central heating. Good repair.

LODGE. GARAGES. TWO COTTAGES. FARM BUILDINGS.

Charming pleasure grounds with lake, orchards, park, wood, grass and arable lands, in all over

66 ACRES.

ALSO 100 ACRES OF VALUABLE BUILDING LAND. Two pairs of modern cottages.

11 ACRES of ACCOMMODATION LANDS.

MEADOWS, and two pairs of cottages at Dedham, Essex.

To be SOLD by AUCTION, at the New Corn Exchange, 3, High-street, Colchester, on SATURDAY, 26th APRIL, at 4 p.m. (unless previously sold), in Eight Lots.

Solicitors: Messrs. Kersey and Tempest, 15, Tower-street, Ipswich.

Particulars and plans from the Auctioneers, Messrs. SPURLINGS and HEMPSON, Ipswich, or HAMPTON and SONS, 20, St. James'-square, S.W.1.

BY ORDER OF EXECUTORS.

Of interest to house seekers, builders, and companies, speculators, and others.

HARROW, MIDDLESEX.

Easy reach of two stations.

Actually on the motor-omnibus route.

NEARLY 250ft. UP.

Adjoining School Playing Field.

"DUDLEY LODGE."

A Valuable FREEHOLD RESIDENTIAL or BUILDING PROPERTY, comprising old-fashioned House, approached by drive, containing hall, three reception rooms, 11 bed and dressing rooms, wardrobe, and bath rooms, ample offices.

Garages. Studio. Glasshouses, &c.

Well-wooded gardens and grounds of

OVER 6½ ACRES,

offering exceptionally fine opportunities for Profitable development, having approximately 300ft. frontage to a Parish road, laid with sewer and electric light, gas and water mains.

Vacant Possession on Completion.

To be SOLD by AUCTION, on TUESDAY, 29th APRIL (unless sold beforehand).

Solicitors: Messrs. Ince, Colt, Ince and Roscoe, 10-11, Lime-street, E.C.3.

Particulars from the Auctioneers: HAMPTON and SONS, 20, St. James'-square, S.W.1.

AT THE LOW UPSET PRICE OF £1,200.

On the Banks of the River Thames. WITHIN 20 MILES OF TOWN.

SHEPPERTON, MIDDLESEX.

Easy reach of golf, racecourse, and stations.

"RIVERBANK."

An attractive Leasehold Residence, enjoying pretty views, approached by drive, and containing on only two floors: Vestibule, hall, three reception and 8 business room, two staircases, seven bed rooms, bath room, and offices.

Company's electric light. Central heating. Telephone.

Cottage. Garages. Glasshouses.

Pretty and well-wooded pleasure grounds to the water's edge, in all over

2¾ ACRES

VACANT POSSESSION.

To be SOLD by AUCTION, on TUESDAY, 6th MAY (unless previously sold).

Solicitors:—Messrs. Gibson and Weldon, 27, Chancery-lane, W.C.

Particulars from the Auctioneers: HAMPTON and SONS, 20, St. James'-square, S.W.1.

By Order of the Executor.

PYRFORD, SURREY.

ADJOINING AND OVERLOOKING WEST BYFLEET GOLF COURSE.

Sandy sub-soil. S. Aspect.

A well-appointed Freehold Family Residence.

"LANGSMEAD."

BLACKDOWN AVENUE.

In a quiet and secluded position.

Long carriage drive approach, and containing:—Fine lounge hall, three reception rooms, billiards or dance room, oak principal staircase, nine bed and dressing rooms, nursery suite, three baths, offices.

Company's Electric Light and Water. Central Heating. Main Drainage. Telephone.

Two garages, stabling, and outbuildings.

BEAUTIFUL GARDENS, adorned by conifers and flowering shrubs, with croquet and tennis lawns, in all nearly

2½ ACRES.

To be SOLD by AUCTION, on Tuesday next, 8th April (unless previously sold).

Solicitors: Messrs. Capel Cure and Bell, 2, Southampton-street, Bloomsbury-square, W.C.1.

Particulars from the Auctioneers, HAMPTON and SONS, 20, St. James'-square, S.W.1.

TUNBRIDGE WELLS.

NEAR MOUNT EPHRAIM AND THE BEAUTIFUL COMMON.

15 minutes' walk from station. Close to three golf courses.

An attractive FREEHOLD RESIDENCE,

"BOYNE TOWER."

400ft. up, commanding extensive views.

Containing entrance hall, three reception, dance or billiards rooms, two staircases, nine bed and two dressing rooms, gun parlour, two baths, offices.

Electric light. Central heating. Main drainage. Garage for two cars.

Tastefully arranged gardens of half-an-acre.

With vacant possession.

To be SOLD by AUCTION, on Tuesday 29th April (unless previously sold).

Solicitors:—Messrs. Stone, Simpson and Hanson, 23, Church-road, Tunbridge Wells.

Particulars from the Auctioneers, Messrs. Dibnott, Stokes, Lowndes Chambers, Tunbridge Wells, or HAMPTON and SONS, 20, St. James'-square, S.W.1.

ONE OF THE BEST APPOINTED AND WELL-KEPT PROPERTIES AT

SOUTH CROYDON, SURREY.

Excellent repair. Good fittings and fitments.

Over 200ft. up on dry soil. South aspect.

Adjoining parklands of private estate.

"PARKSIDE," WARHAM-ROAD,

approached by double drive; containing on only two floors, hall, three or four reception rooms, conservatory, five bed. Nurseries, wardrobe and bath rooms, &c.

Stabling. Garage. Heated greenhouse. PRETTILY DISPLAYED AND INEXPENSIVE GARDENS of over half-an-acre.

Electric light, gas, and water. Main drainage. Telephone. Constant hot water.

To be SOLD by AUCTION, on Tuesday, 29th April (unless sold privately).

Solicitors:—Messrs. Trollope and Winckworth, 16, Dartmouth-street, London, S.W.1.

Particulars from the Auctioneers. HAMPTON and SONS, 20, St. James'-square, S.W.1.

Protected from the North by Range of Hills.

Over 300 feet up. Bracing Locality. *Close to Walton Heath Golf Course.*

"COTTINGLEY," REIGATE.

FREEHOLD RESIDENCE, with double drive approach, and containing nine bed rooms, two baths, hall, four reception rooms, conservatory, and offices.

Co.'s electric light, gas, and water. Main drainage. 'Phone. Central heating. Constant hot water. Good repair. Possession.

GARAGE. STABLING.

Western garden with trees providing ample shade, in all over Half an Acre.

To be SOLD by AUCTION, on Tuesday, 29th April (unless sold privately).

Solicitors: Messrs. Judge, Hackerson, Meyer, and Judge, 317, High Holborn, W.C.1.

Particulars from the Auctioneers. HAMPTON and SONS, 20, St. James'-square, S.W.1.

ISLE OF THANET.

ONE OF THE HEALTHIEST SPOTS ON THE ENGLISH COAST.

THE VERY PICTURESQUE MODERN FREEHOLD RESIDENCE,

"THE BROWN HOUSE,"

CLIFTONVILLE, MARGATE.

Fine position, in a very select neighbourhood.

Hall, three reception rooms, offices, two staircases, eight bed and dressing rooms, two bath rooms.

ON TWO FLOORS ONLY.

Company's electric light, gas, and water. Central heating.

GOOD GARAGE.

The Attractive Gardens include large lawn, surrounded by paths and herbaceous borders.

WITH VACANT POSSESSION.

To be SOLD by AUCTION, on Tuesday, 29th April (unless previously sold).

Solicitors: Messrs. Sladden and Hardwicke, 34, Sea-road, Bexhill-on-Sea. Particulars from the Auctioneers, HAMPTON and SONS, 20, St. James'-square, S.W.1, and Messrs. Gordon, Green and Webber, 3, Sea-road, Bexhill-on-Sea.

BERKS.

Surrounded by hundreds of acres of open country. Actually on Pinkneys Green, between MAIDENHEAD THICKET and COOKHA

The Times

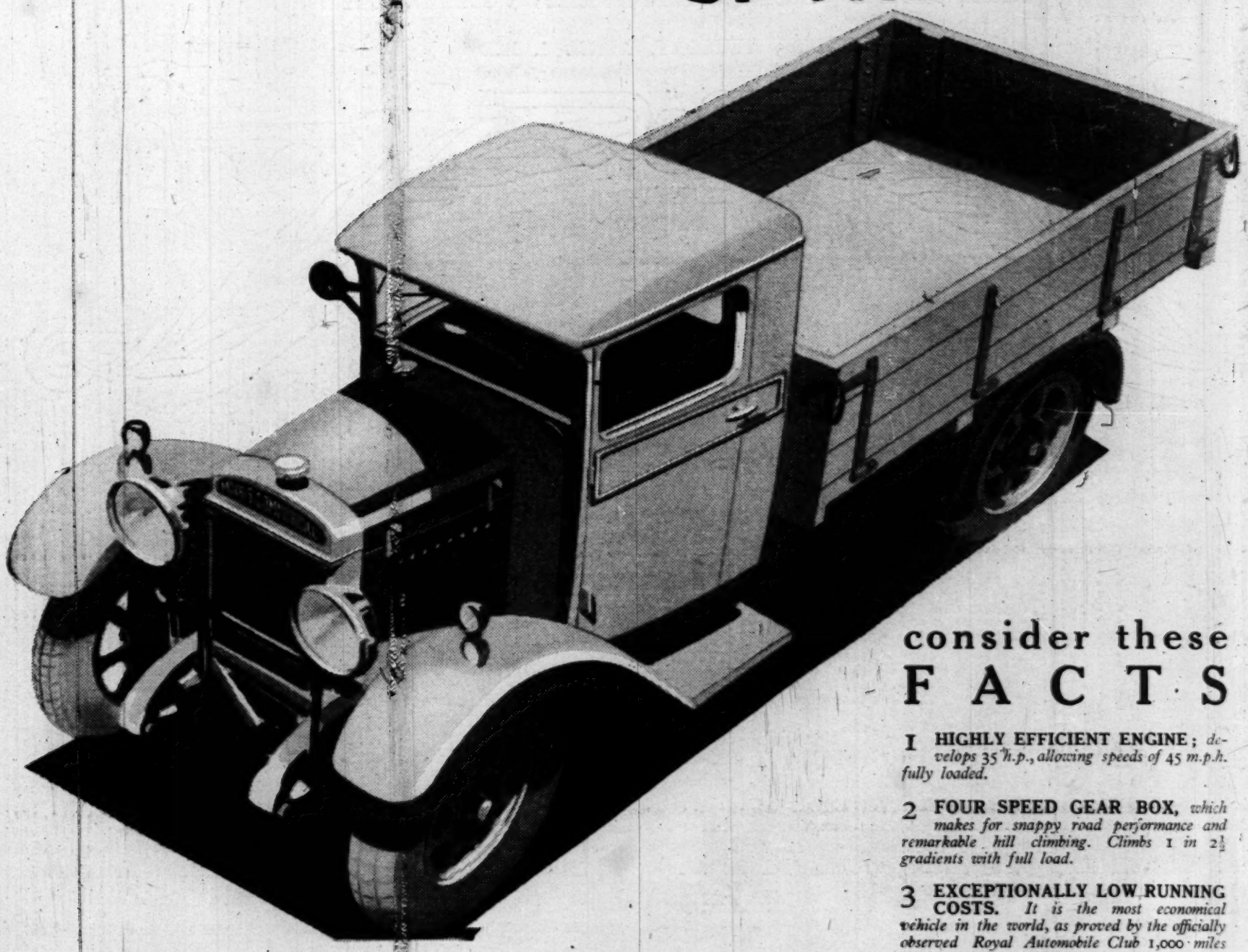
BRITISH MOTOR NUMBER

CARS AND COMMERCIAL VEHICLES

No. 45,476

LONDON, TUESDAY, APRIL 1, 1930

THE MIDDLEWEIGHT CHAMPION OF THE WORLD



consider these FACTS

1 **HIGHLY EFFICIENT ENGINE;** *develops 35 h.p., allowing speeds of 45 m.p.h. fully loaded.*

2 **FOUR SPEED GEAR BOX,** *which makes for snappy road performance and remarkable hill climbing. Climbs 1 in 2½ gradients with full load.*

3 **EXCEPTIONALLY LOW RUNNING COSTS.** *It is the most economical vehicle in the world, as proved by the officially observed Royal Automobile Club 1,000 miles trial. Ask for certificate.*

4 **A GOOD STEERING LOCK.** *The vehicle is easily manœuvred in small spaces—a big time saver.*

5 **COACHBUILT DRIVER'S CAB,** *roomy, comfortable, affording complete protection from the elements.*

6 **STRONG BODIES.** *A range of specially designed bodies for every trade and purpose, at highly competitive prices.*

the truck that is solving transport problems at home and abroad

This is the famous Morris-Commercial 30 cwt., popularly known as the MIDDLEWEIGHT CHAMPION of the world. Built to meet the stress and strain of real tough work—it's a champion in every way, possessing Speed, Stamina, and Climbing Power above the ordinary. It provides the greatest value in the history of motor transport.

NO EXTRAS TO BUY

The equipment includes:—Spare Wheel and TYRE, Engine-Driven Tyre Pump, 12-volt 5-lamp Lighting Set and Self-Starter, Automatic Windscreen Wiper, Speedometer, etc.

SENT FREE! LATEST CATALOGUE SHOWING COMPLETE RANGE OF VEHICLES

THE TRUCK
£249 . 10
(cash price)
or by the "M.C." Hire-Purchase Plan
£45
deposit
which includes all charges.
THE VAN £268
CHASSIS £218
Prices ex Works

MORRIS-COMMERCIAL

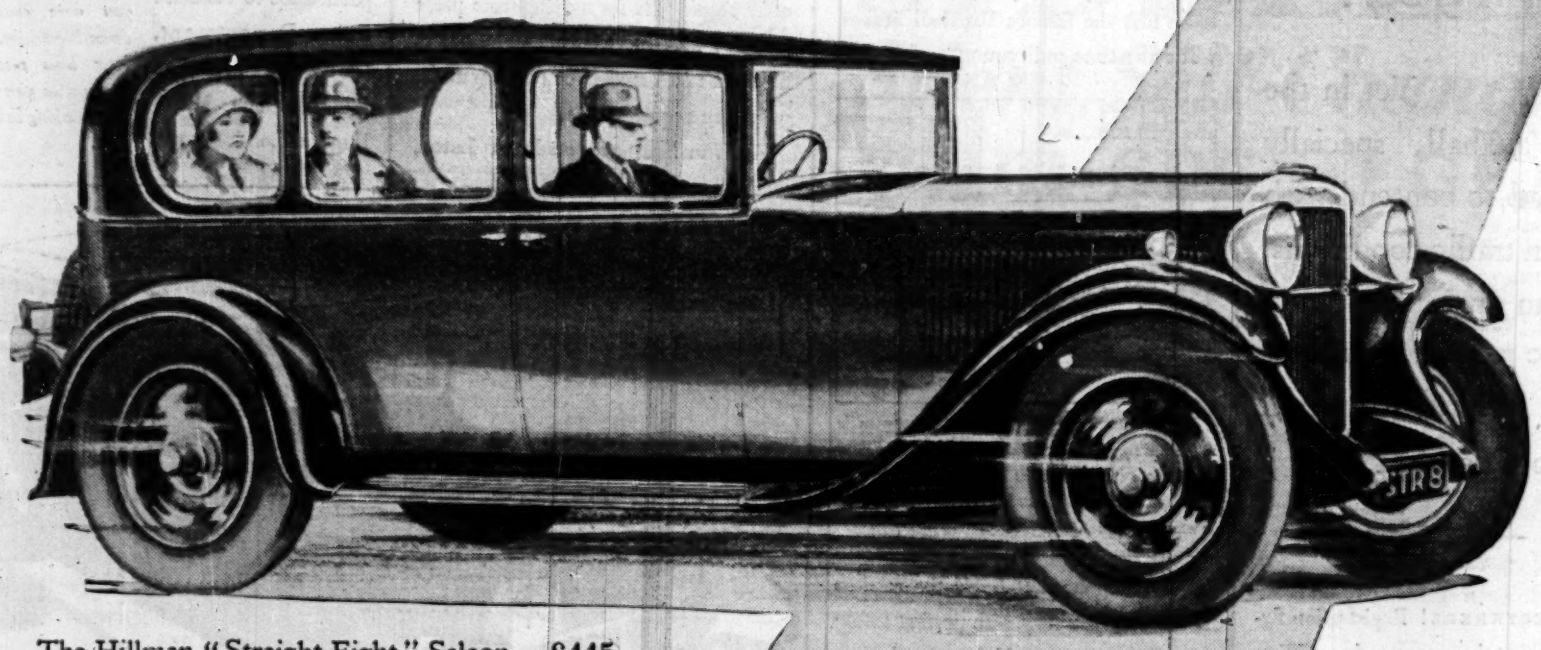
TO OVERSEAS TRANSPORT USERS: If your transport radius is off the beaten track, send for particulars of the Morris-Commercial 6-wheelers.

BUY BRITISH AND BENEFIT

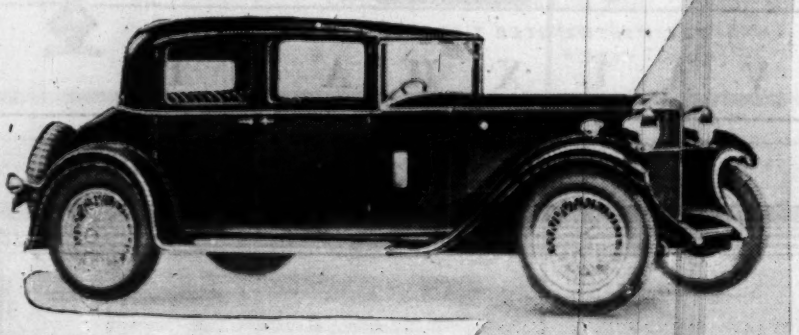
MORRIS COMMERCIAL CARS LIMITED BIRMINGHAM ENGLAND

THE NEW HILLMANS

are commanding world attention.



The Hillman "Straight Eight" Saloon - £445



The Hillman "Fourteen"
Segrave Model - - £385

BUILT not only with the home market in view, but to meet the exacting demands of overseas motorists, the latest Hillman "Straight Eight" and "Fourteen" models are challenging attention all over the world.

By every standard of comparison they more than hold their own. In performance—the 1930 "Straight Eight" reveals new delights in acceleration and flexibility; in comfort and appearance—it is definitely unbeatable at its price; in sturdy reliability—what better proof is needed than the Hon. Mrs. Victor Bruce's recent success in the Monte Carlo Rally? Starting from Sundsvall, North Sweden, she raced over difficult roads, averaging 45 m.p.h. for hundreds of miles on end and reached Monte Carlo—2,150 miles away—in 91 hours!

The famous "Fourteen" is still further enhancing its great popularity. The 1930 edition is—more than ever—supreme in appearance, comfort and performance at its amazingly moderate price.

Write now for Hillman Catalogue H/61.

STRAIGHT EIGHT		FOURTEEN	
Tourer	£430	Tourer	£310
Safety Tourer	£445	Safety Tourer	£325
Saloon	£445	Saloon	£325
Safety Saloon	£485	Safety Saloon	£375
6-Light Weymann Saloon	£485	6-Light Weymann Saloon	£375
Segrave Model	£495	Segrave Model	£385
Drop-Head Coupé	£510	Drop-Head Coupé	£415

Sunshine Roof on all closed models £10 extra.
Triplex Glass on Safety Models. Dunlop Tyres.

THE HILLMAN MOTOR CAR CO., LTD.,
COVENTRY.

World Exporters: ROOTES, LTD., Devonshire House, Piccadilly, W.1.

Overseas Representatives:

AUSTRALIA: Mr. C. E. BLAYNEY, Rootes Ltd., Herald Buildings, Pitt Street, Sydney.

NEW ZEALAND: Mr. Frank A. Bown, N.Z. Automobile Chambers, 35, Taranaki Street, Wellington.

SOUTH AFRICA: Mr. H. C. Leon, Rootes Ltd., 40/40a, North British Buildings, Cr. Commissioner and Simmonds Streets, Johannesburg.

INDIA, BURMA and CEYLON: Mr. H. H. Lilley, P.O. Box 803, Bombay, India.

HILLMAN

THE CAR THAT COSTS LESS THAN IT SHOULD

79%

more cars on the road than in 1924!

Yet in the new Vauxhall, specially designed to contend with modern traffic conditions, you can maintain higher average speed than ever before . . . safely and in luxurious comfort

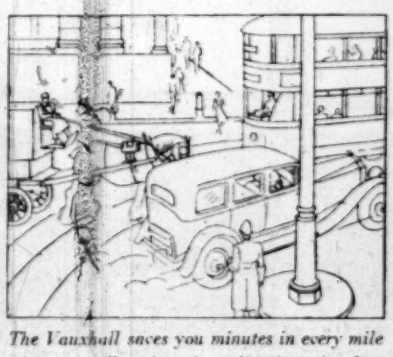
CARS EVERYWHERE! Registration figures show that there are nearly a million and a half of them on the roads to-day.

Wherever you go — through dense town traffic, along the main highways, even on the country lanes — it is increasingly difficult nowadays to travel quickly yet safely from place to place without continual hold-ups and delays.

But it can be done — without the least fuss or worry — in the Vauxhall, which has been *specially designed* to keep up a high average speed under the crowded road conditions of the present day.

QUICKER STARTING,
QUICKER STOPPING!

The Vauxhall responds to the least pressure on the accelerator so smoothly and powerfully that you may take advantage of the slightest opening to slip past slower cars, yet with the knowledge that the famous Vauxhall brakes will every time pull you up unfailingly

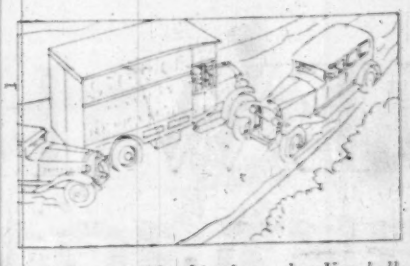


The Vauxhall saves you minutes in every mile of dense traffic. Actual acceleration tests show that the Vauxhall takes only 15-16 seconds to reach forty miles an hour through the gears from a standing start.

in an emergency. It holds the road so surely that you may with perfect safety negotiate corners at higher speeds than would be wise in many other cars.

That is why the 1930 Vauxhall carries you to your journey's end at a *consistently higher average speed.*

Whatever you look for in a fine car — whether you choose it for thrilling speed, or for the luxury of travelling in



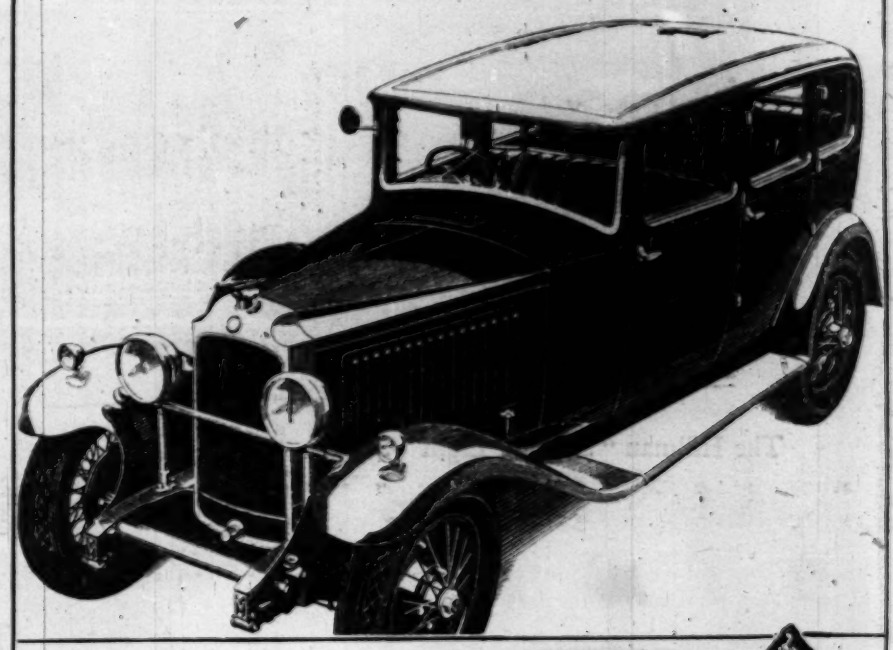
An emergency like this shows what Vauxhall brakes can do! Of special design, costing 3 to 4 times as much to make as ordinary brakes, Vauxhall brakes will bring the car to a standstill from 24 miles an hour in just over its own length.

utter comfort, or for moving from place to place with the least possible loss of time, the new Vauxhall completely meets your own requirements.

All Vauxhalls are made at Luton, Bedfordshire, by British workmen from 97% British materials. Prices of the six models range from £495 to £695.

Give the Vauxhall a thorough trial and judge it for yourself! Your nearest dealer will gladly lend you one. Or write for full particulars to Vauxhall Sales Department, General Motors Limited, The Hyde, Hendon, London, N.W.9

A hill like this gives the Vauxhall a chance to show its mettle. Its powerful engine carries you up at 35 miles an hour, and as comfortably as if you were coasting down Piccadilly. On long hills suitable gear ratios give very fast climbing in third gear.



THE WESTMINSTER 7-SEATER LIMOUSINE, £695

VAUXHALL

THE EMPIRE MOTOR POLICY

for cars for private, pleasure, or professional purposes in the British Isles

BETTER METHODS OF RATING AND ASSESSMENT

In assessing the premium charged for private cars, particular attention is paid to the power and make of the car and to the past experience of the owner in careful driving, and, in the case of light cars, to the locality in which the car is garaged. Bonuses of from 10% to 20% of the premium are allowed where no claims have been made. The policy covers accidental damage, third party risks, fire, theft, loss of motor-coats, rugs, etc, medical expenses, towage and personal accidents.

ASSETS EXCEED £21,000,000

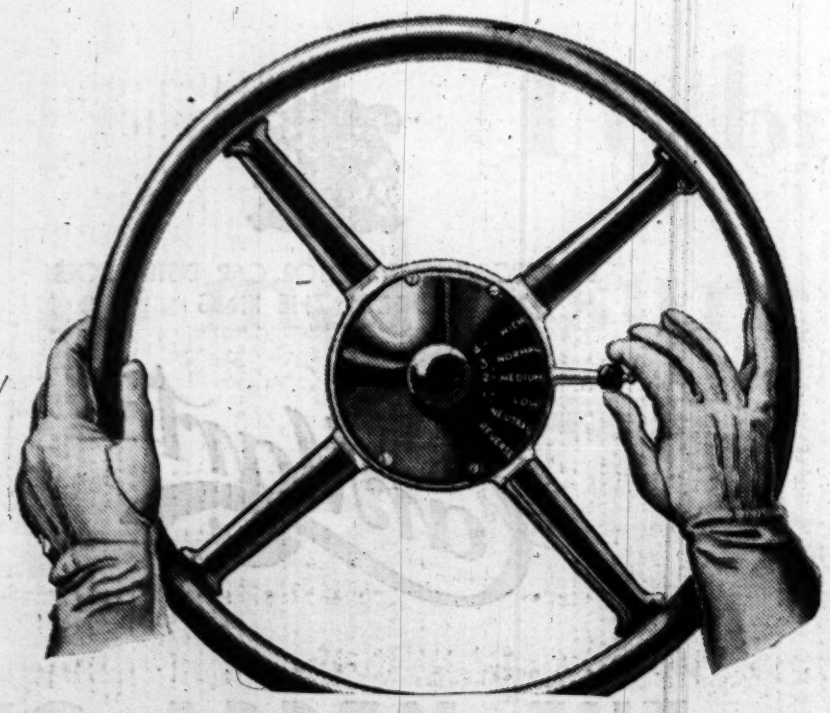
Prospectus and full particulars from the

EAGLE STAR

AND BRITISH DOMINIONS INSURANCE COMPANY LIMITED

Head Office: 1 THREADNEEDLE STREET, E.C.2

THERE IS ALSO AN EMPIRE MOTOR POLICY FOR COMMERCIAL VEHICLES



UNIVERSAL SUCCESS *of the* ARMSTRONG SIDDELEY *Silent, Self-Changing* FOUR-SPEED GEAR

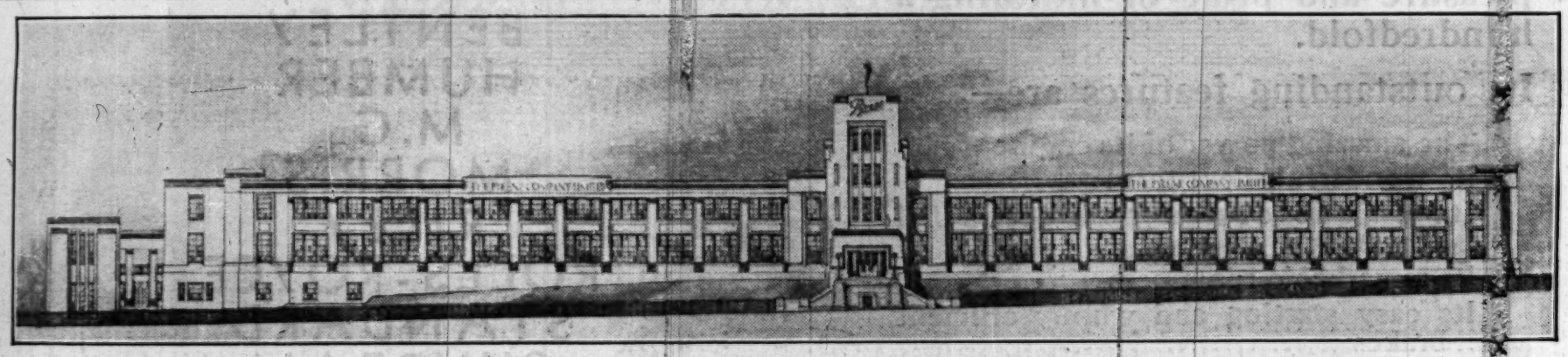
MOTORISTS all the world over have acclaimed the Armstrong Siddeley silent self-changing four-speed gear as the most valuable practical advance in motor car construction for many years. Cars fitted with the gear are proving its wonderful qualities on the steepest and most difficult roads in many lands.

The gear has entirely eliminated all the old difficulties usually associated with gear changing. No groping for levers—no need to lift a hand from the steering wheel. It gives perfect driving confidence in all traffic and road conditions. It ensures silence and safety.

Every motorist should make a point of seeing and testing the Armstrong Siddeley self-changing four-speed gear. It can be seen at any of the Company's Agencies or Service Depots throughout the world, fitted to

ARMSTRONG SIDDELEY CARS

ARMSTRONG SIDDELEY MOTORS, LTD., COVENTRY
London: 10, Old Bond St., W.1. Manchester: 35, King St. West
Agents in all principal towns.
Write for Catalogue T.S.



The new Head Office and Works of The Pyrene Company Limited, Great West Road, Brentford, Middlesex.

THE manufacture of "PYRENE" Fire Appliances and Safer Motoring Equipment has now been transferred from North London to the New Head Office and Works illustrated above. This imposing modern building has been designed and constructed specially to enable the increased activities of the Company to be carried out with the highest degree of efficiency under ideal working conditions.

The production of "PYRENE" Fire Extinguishers, Bumpers and Non-Skid Chains will be increased to meet the rapidly growing demand for protection against fire, collision and skids. Provision has been made for extensive research and demonstration work, particularly on large oil fires. The Parker rust-proofing process has been extended to cope with the increased requirements of the motor and other industries.

Pyrene TRADE MARK SAFER MOTORING EQUIPMENT

Pyrene FIRE EXTINGUISHER

OVER 5,000,000 ALREADY SUPPLIED.

The latest improved model embodies a double-acting rotating pump which enables it to be operated in any position. It does not depend on maintained pressure. "Standard" model in Polished Brass, Nickel, Black or Chromium Plated finish. The "Junior" Model for Light Cars operates on the same principle; in Nickel or Chromium Plated finish. Both models supplied filled and complete with Bracket.

JUNIOR MODEL

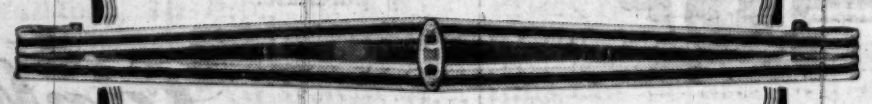
Get one from your Dealer now, or write to us for illustrated folder "T/F."

THE PETROLEUM SPIRIT (MOTOR VEHICLES, etc.) REGULATIONS, 1929

REGULATION 5c.

This regulation is fulfilled by fitting a "PYRENE" Fire Extinguisher to the car, provided that no spare supply of petrol is kept in the Garage. When additional petrol is stored, instal a "PHOMENE" (foam) Extinguisher in the Garage.

Write for full information to Reference "T/PSR."



Pyrene BUMPERS

DEPENDABLE protection against damage in congested traffic, parking places and garages is assured by fitting your Car with "PYRENE" Bumper Equipment. "PYRENE" Bumpers and Rear Fender Guards are manufactured from the finest spring steel. They are skilfully designed, strongly constructed, and mounted on substantial Brackets specially designed in our own Technical Department. Handsome Nickel and Black or Chromium and Black finish. In two Models, the "Popular" and "De Luxe," the latter possessing a patent leaf-spring buffer.

Please write for illustrated folder "T/B."

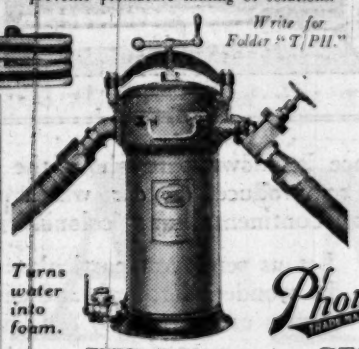
THE PYRENE COMPANY LIMITED,
GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

Telephone: EALING 6012 (6 *lines*). *Telegrams:* "PYRENE, BRENTFORD."

Phomene FIRE EXTINGUISHER

Projects foam on to burning liquids which completely blankets the flames. Particularly suitable for the protection of Garages, Oil Stores, and other places where inflammable liquids are used or stored. Can be supplied with double-sealing valve which prevents premature mixing of solutions.

Write for Folder "T/PH."



Turns water into foam.

TYPE F.G.N.44.

Phomene FOAM GENERATOR

Phomene Foam Generators provide almost unlimited protection against large oil and spirit fires. They are made in a range of sizes producing from 300 to 12,000 gallons of foam without recharging. They can be used as a twin unit producing a continuous supply of foam. The smaller Models load and reload like a gun and can be charged in less than 30 seconds.

Write for illustrated folder "FG/T."

There are definite reasons why every discriminating purchaser of a motor car should consider "The Car that's set all the World talking"—the

AS OLD AS THE INDUSTRY — Riley — AS MODERN AS THE HOUR

before he makes his final choice.

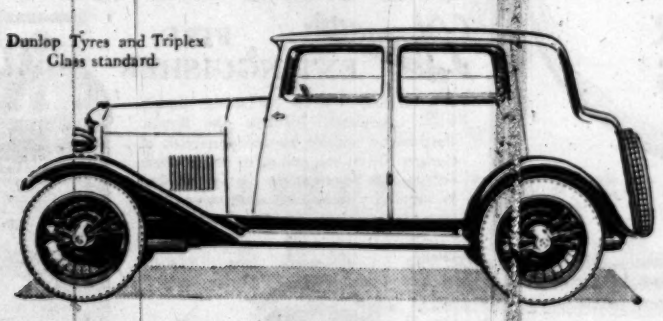
But of all these reasons the one that counts the most is the pride of possession it engenders.

It is not a car that everybody buys or *can* buy, but when once it is "possessed" it adds to the pleasure and pride of motoring a hundredfold.

Its outstanding features are—

- The amazing power of its engine
- Its wonderful silent third
- Its unique design and colourful appearance
- Its remarkable roominess
- Its easy starting and wholly efficient brakes
- Its exceptional turning circle
- Its easy change speed
- Its unequalled road-holding qualities at all speeds, and
- Its wonderful economy.

Dunlop Tyres and Triplex Glass standard.



Its performance is known throughout the World, and there could never be produced a car which will stand up to the rigours of Continental and colonial travel as it will.

Let us send you particulars of its wonderful records and catalogues of both the 9 & 14 h.p. models.

RILEY (COVENTRY) LTD., COVENTRY, ENG.
LONDON: 42, NORTH AUDLEY ST., W.1

BY APPOINTMENT MOTOR CAR DISTRIBUTORS TO H.M. THE KING

The Car Mart Ltd

THE MECCA OF BRITISH CARS

From the smallest car to the largest and most luxurious —all types of British cars, both new and used, are in stock at The Car Mart for inspection and trial. There is always on view a wonderful range of models and the ready assistance of experts to help in the selection of a car that just suits individual requirements.

The Car Mart has reached its prominent position by the definite policy of studying the interest of its clients; its twenty one years of continuous progress is founded upon the solid satisfaction it assures to car buyers.

Amongst the Distributorships and Agencies of The Car Mart may be found all the leading British productions, including

AUSTIN
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SUNBEAM
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As vital as the choice of a new car, is the choice of the Agent from whom it is purchased. Only by securing the backing and support of an efficient organisation to act as a liaison between purchaser and manufacturer can the maximum satisfaction be obtained from any make of car.

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297/9 EUSTON ROAD, N.W.1.
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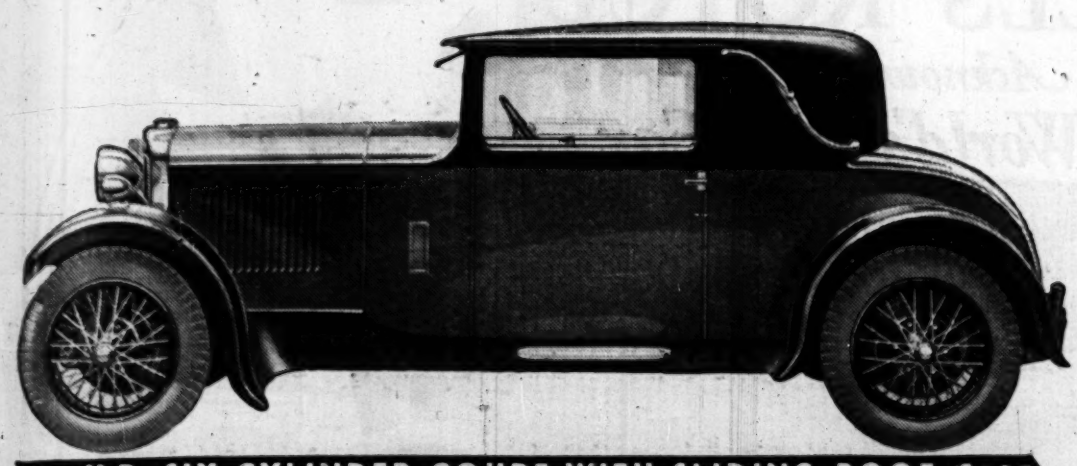
SERVICE STATION—236A LANCASTER RD., W.11.

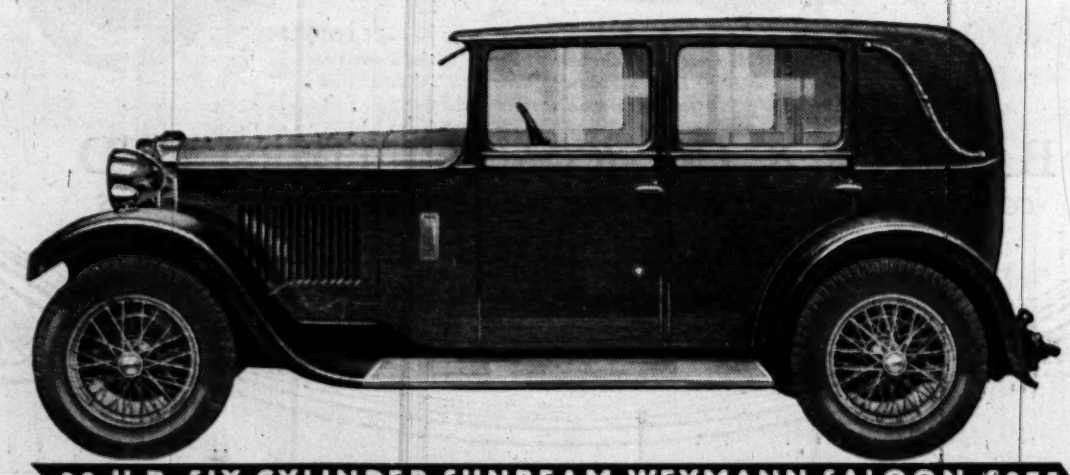
Wholesale Department: BALDERTON STREET, W.1.

To buy a Sunbeam is to make sure of satisfaction

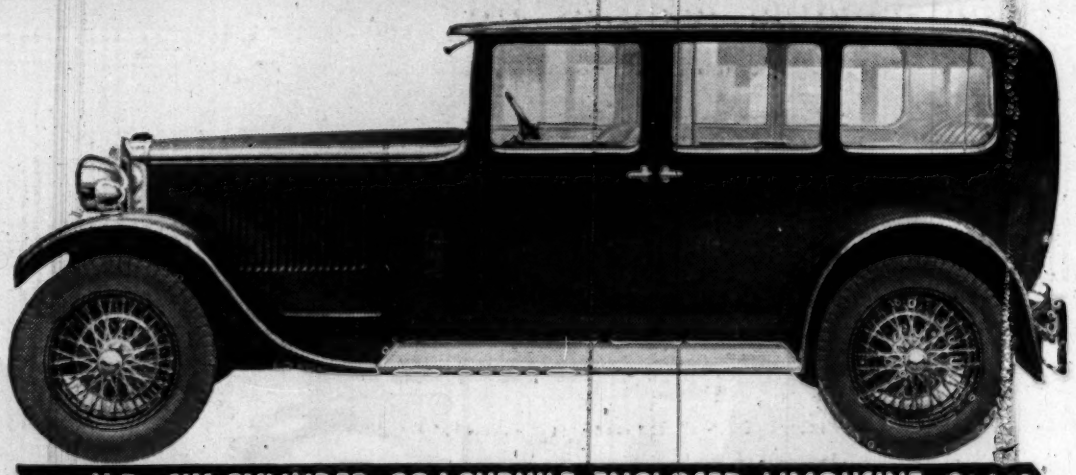


16 H.P. SIX-CYLINDER COUPE WITH SLIDING ROOF £695

. . . . its past history, its proved performance, its reputation is an open book which all may read.



20 H.P. SIX-CYLINDER SUNBEAM WEYMANN SALOON £875



25 H.P. SIX-CYLINDER COACHBUILT ENCLOSED LIMOUSINE £1,250

The same basic principles underlie the purchase of a motor car as any other valuable possession. Choose it with the same care, the same consideration as you would give to the purchase of a house.

To buy a Sunbeam is to make sure of satisfaction. Its past history, its proved performance, its reputation is an open book which all may read. In the fine range of models now offered Sunbeam design and quality is at its best—both in mechanical efficiency and in the many styles of beautiful coachwork.

Four chassis types are available, 16 h.p., 20 h.p., 25 h.p., and Three-litre. All are equipped with six-cylinder engines. All have an improved system of central chassis lubrication. The Sunbeam Company has over 25 years' continuous experience in the manufacture of six-cylinder engines—an experience without parallel.

Prices range from £1250 to £550. A copy of our latest catalogue will be sent on request, and trial runs can be arranged at any time by appointment.

SUNBEAM

"THE SUPREME CAR"

THE SUNBEAM MOTOR CAR CO · LTD · WOLVERHAMPTON · London Showrooms: 12 PRINCES ST · HANOVER SQ · W1

ESTABLISHED 1710

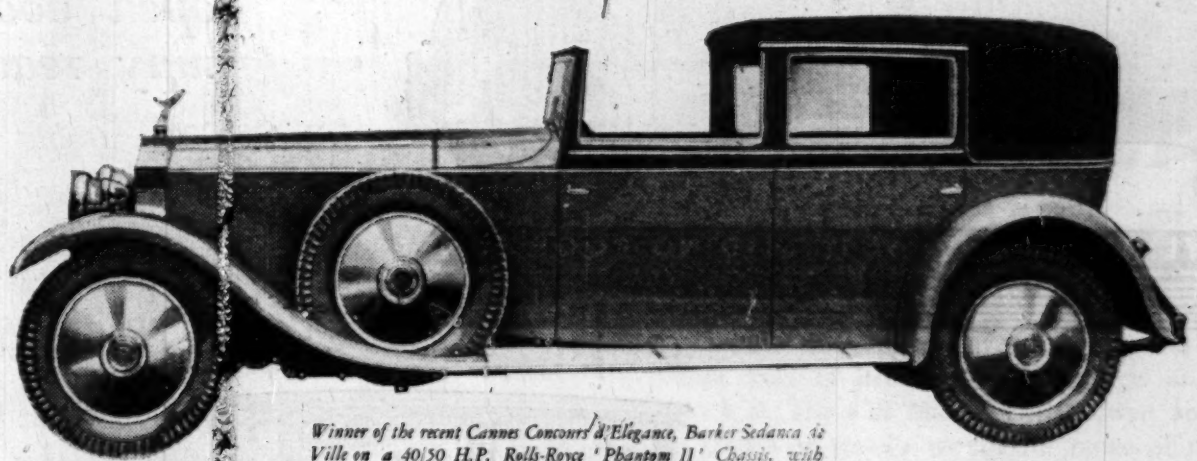
By Appointment to H.M. The King

By Appointment to H.R.H. The Prince of Wales

A BARKER ROLLS-ROYCE

Acknowledged

The World's Best Car



Winner of the recent Cannes Concours d'Elegance, Barker Sedanca de Ville on a 40/50 H.P. Rolls-Royce 'Phantom II' Chassis, with extension over driver rolled back.

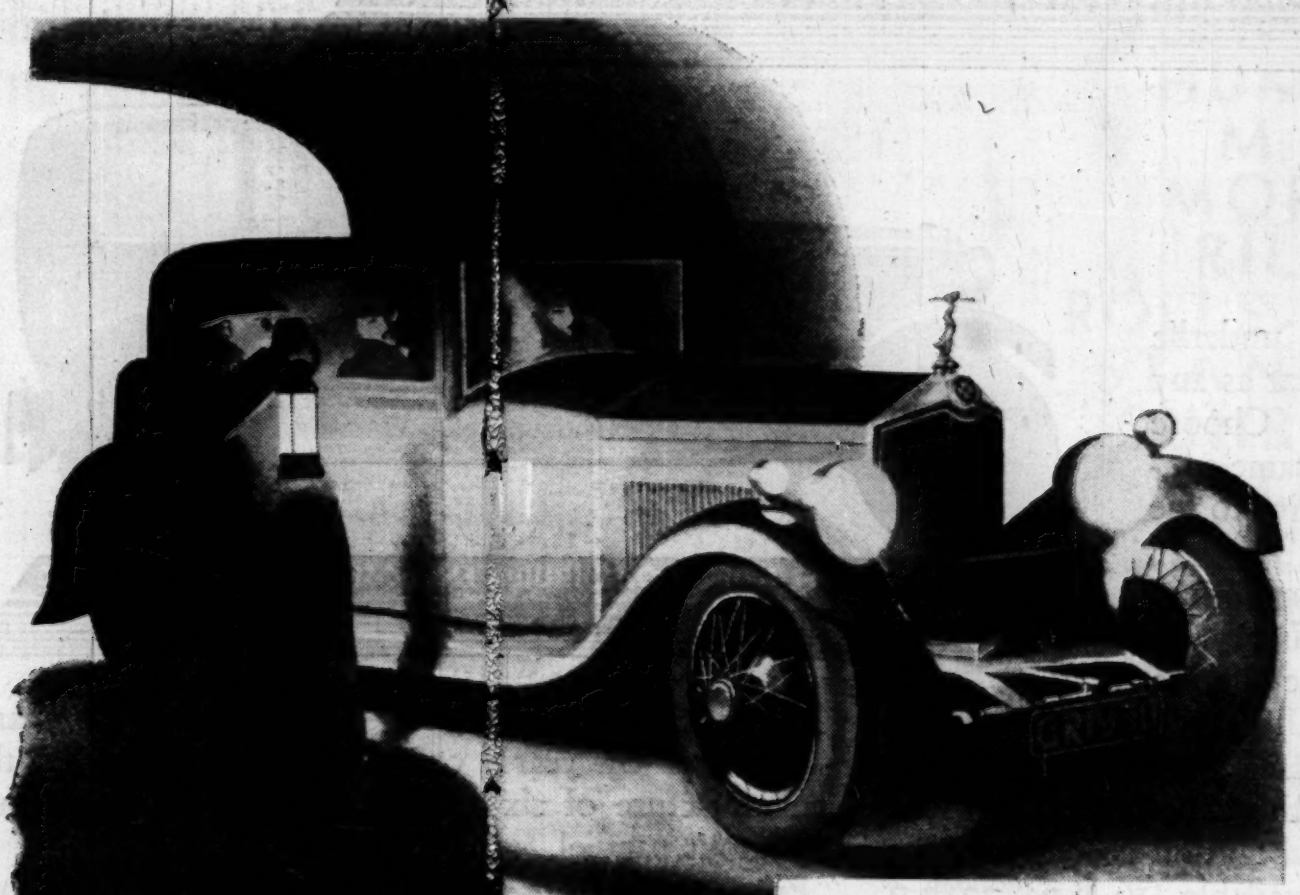
BARKER & CO. (COACHBUILDERS) LTD

COACHBUILDERS TO H.M. THE KING and H.R.H. THE PRINCE OF WALES

60-69 SOUTH AUDLEY ST LONDON W1

The Rolls-Royce Body Specialists and Retailers

Telephone: GROSVENOR 2420



Crossley

The Crossley range of cars includes: 15.7 Six Saloons from £498. Two Litre Sports Saloon £695. 20.9 Super Six Enclosed Limousine £1050. Complete catalogue on application.

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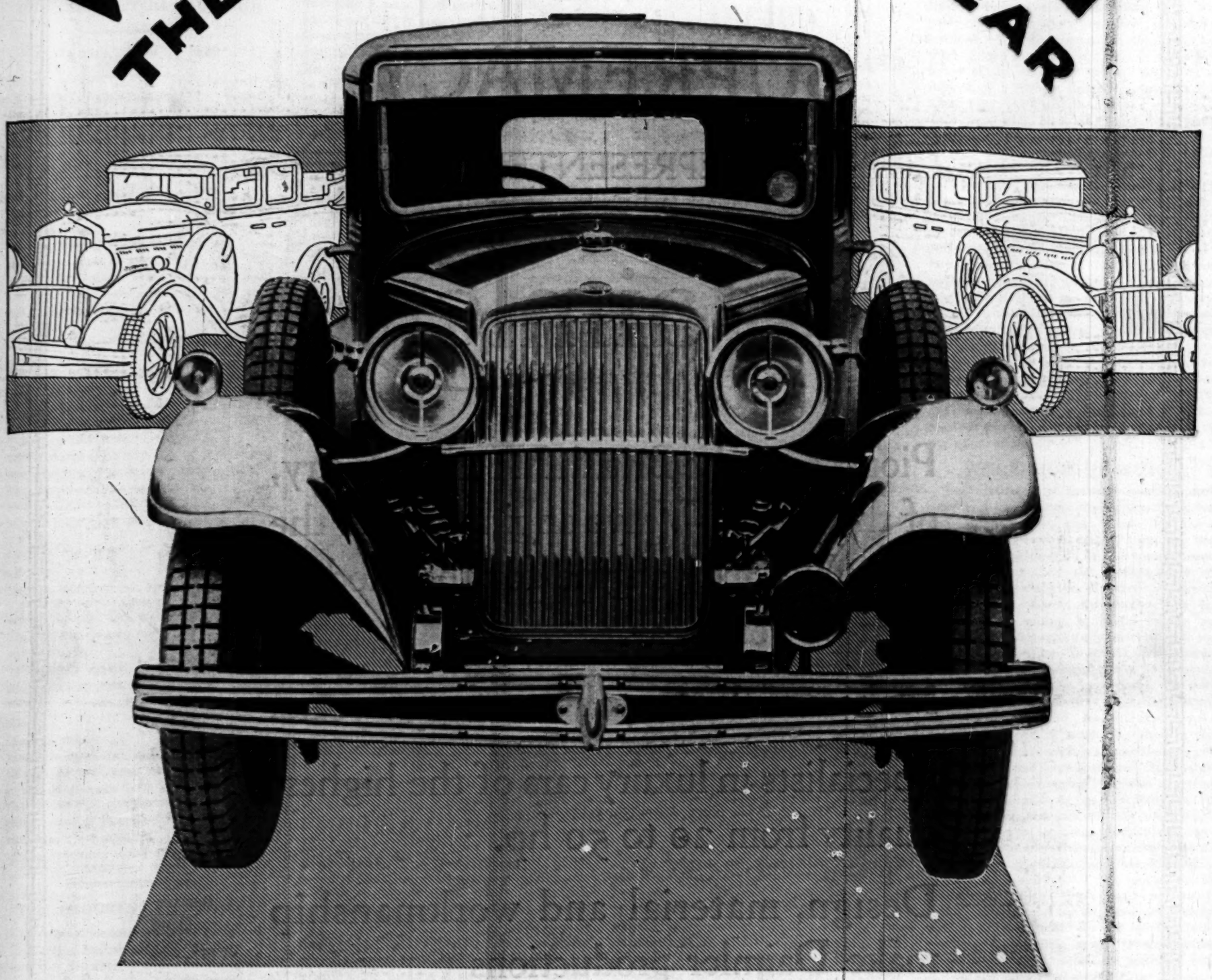

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The Times

BRITISH MOTOR NUMBER

CARS AND COMMERCIAL VEHICLES

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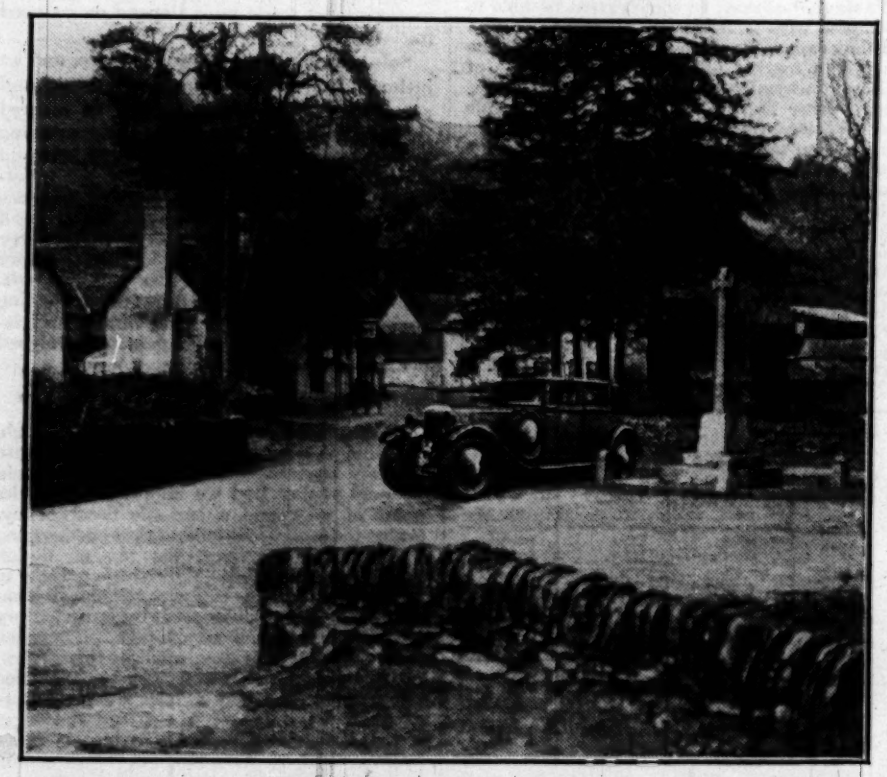
THE PROGRESSIVE SPIRIT

In the special message which he contributes to our fifth British Motor Number the MINISTER of TRANSPORT expresses his gratification at being able, like his predecessor, to congratulate the industry on another year of progress. Happily there is ample justification for this tribute to the work turned out by British manufacturers of motor-cars and commercial vehicles. The advance, as MR. MORRISON observes, is due to the truly progressive spirit which realizes that the surest way for the manufacturers to improve their position is to please their customers by constant attention to the comfort and utility of the vehicles offered for their use. A notable proof of the success of their efforts to give satisfaction is supplied by the fact that the British motor exports last year showed an increase of nearly 33 per cent. in number and 20 per cent. in value over those of 1928. The greater output of commercial vehicles is particularly satisfactory because of the nature of the demand which it indicates. It means that over and beyond the widespread taste for private cars there is an increasing disposition to recognize the important bearing of trade and commerce and transport on the prosperity of the country as well as the practical usefulness of the motor-vehicle in extending these activities. Generally speaking, British six-wheelers are playing a useful part in developing untapped or partly untapped areas oversea. In recent times one of these vehicles has journeyed through Central Australia into the barren and uninhabited wastes of the North in order to recover the bodies of the two airmen who were lost in the search for the Southern Cross; another has crossed the Andes without a stop or hitch of any kind. In speed, comfort, stability, safety, decelerating and accelerating power, gearing, brakes, lighting, and coachbuilding the British six-wheeler coaches and omnibuses of to-day have reached a standard of which any country might be proud and which none can excel.

To critics who love the quiet of the country and are inclined to regard the motor-vehicle as an unmitigated nuisance MR. MORRISON addresses a remark of some significance. He points out that in country districts, especially those which are not served by railways, the coming of the motor-omnibus has provided the rural dweller with an easy means of access to the market town for shopping and for pleasure, and has thus become and will continue to be a most useful check against the constant drain of the rural population into the towns. He notes with approval the unanimous support given to the scheme of area commissioners to deal with the licensing of public service vehicles recommended by the Royal Commission on Transport, and gives it as his opinion that the co-ordination of all forms of transport, both passenger and goods, is the most difficult question with which they are instructed to deal by their terms of reference. His own aim as Minister of Transport must be, as he says, to see that all forms of transport are developed and utilized in such a way as to provide a co-ordinated system which will serve the economic needs of the country efficiently, but without overlapping and consequent waste. On this point the writer of the article on "The Railways and Road Transport" expresses the hope that we shall not live to regret the power given to the railways to operate on the roads. He is inclined to fear that instead of the co-ordination and cooperation which were to take the place of the cut-throat competition between the railway and the motor-omnibus companies the railways may by purchase acquire a virtual monopoly of the country's public road services. As a safeguard against this possibility he suggests that Parliament should take the opportunity presented by the Road Traffic Bill to insist that the licensing authorities shall not unreasonably withhold a licence from competitive private enterprises. Apart from this article—the only one dealing with a subject that can be called controversial—the pages that follow contain a variety of information on such questions as parking and garaging, safe driving, first aid in road accidents, advice to pedestrians, automatic electric signalling, and the progress of the motor industry in the Dominions and India, and conclude with a long section devoted to descriptions of the chief models of private cars and commercial vehicles produced by British firms. Every page goes to show that the spirit of progress in the industry is very much alive. Unless it is its fate to be killed, or at least discouraged, by the attentions of MR. SNOWDEN it may be said with confidence that the prospects of the future have never been brighter.



Winsford, one of the most charming of Exmoor villages. It has been somewhat off the beaten track for the touring motorist, but the new road across Exmoor makes the village more accessible.

THE INDUSTRY IN GREAT BRITAIN

LESSONS FROM AMERICA

MODERN MACHINERY AND COSTS

(BY OUR MOTORING CORRESPONDENT)

The British motor industry has been suffering, like many other trades, from lack of confidence in the future. This uncertainty was created at the time when the industry was beginning to improve materially, to absorb more workers and thus reduce unemployment, to develop better export, and to offer increased value to the general public. Motor transport of all kinds has become an indispensable factor in the daily life of Great Britain, and it is playing an increasingly important part in the development of the Empire oversea. This country is therefore, directly or indirectly, affected by the condition of the industry.

Whatever the burdens the manufacturer is called upon to bear, justly or unjustly, uncertainty of the future should not be added to them. Private cars, parts and accessories were liable on importation to a duty of 33 1/3 per cent. *ad valorem* from September 29, 1915, to August 1, 1924, inclusive, and on July 1, 1925, the duty was reimposed. A similar duty on commercial vehicles was imposed on May 1, 1926, and on tires and tubes for motor vehicles on April 12, 1927. Have our manufacturers sheltered themselves behind this safeguard—which is not nearly as substantial in practice as many people suppose—in order to exploit the public? The consistent reduction in the price of British motor products in recent years is a sufficient answer to this question. In the table below index figures of the fluctuations in list prices of 12 chassis each of private cars and commercial vehicles based on the average chassis price per horse-power are compared with the cost of living index, and in two other lines the private car and commercial vehicle index figures are corrected by the application of the cost of living index. On a gold basis the indices of current prices for private cars and commercial vehicles are 52.6 and 49.5 points respectively below the pre-War level.

—	1926	1927	1928	1929*
Index of nominal prices :				
Private cars	94.8	91.6	80.0	75.0
Commercial vehicles	98.0	96.0	96.0	95.6
Index of cost of living ..	98.6	95.8	94.7	93.5
Index of gold prices :				
Private cars	96.1	95.6	84.5	80.2
Commercial vehicles ..	99.4	100.2	101.4	102.2

* First six months.

The industrial dislocation of 1926 increased the cost of production and especially the cost of materials towards the end of that year. A comparison of the first two lines in the preceding table with the fluctuations in wholesale prices of materials and the earnings of workpeople in the motor industry shows increased efficiency. It should also be remembered in connexion with lower prices of vehicles that their design and equipment have been continually improved while the cost of maintenance has been materially reduced. Thus the increase in value year by year is even more marked than is suggested by a study of retail prices alone. The indices of wholesale prices of materials for 1926, 1927, 1928, and the first six months of 1929 were 87.0, 82.0, 80.7, and 80.1, while the indices of earnings in the motor industry for the last three years available, 1926, 1927, and 1928, were 101.2, 106.8, and 106.

It has been said that our motor industry bears upon the broad question of the possibility of retaining our free-trade policy, in relation to the United States in particular, and illustrates the necessity of having a certain definite market to justify the use of modern production methods. This is undoubtedly sound so far as it goes—and confidence in the future is essential. Nevertheless, manufacturers must, when sounding or creating fresh markets, be prepared to propagate sales at more or less competitive prices. The export trade, as is shown elsewhere in this Number, is improving, but its distribution must be widened and its size increased, and low initial price is to-day one of the most vital factors.

WORKSHOP PRACTICE

The expansion of markets must depend more and more upon low production costs and retail prices, and these low costs must in turn come largely from the use of modern machinery. It has been evident for some time that the manufacturer of motor-vehicles—whether of cars or commercial vehicles—who keeps his factory up to date and is willing to spend money on machinery will successfully survive the increasing competition. To retail a good modern car or coach at a reasonably low price, overhead charges must be kept down, the output must be considerable, and time-saving methods must be used. America may be said to be the home of machinery that in the multiplicity of its work is almost human, yet is far quicker and more accurate. In a sense the term "labour-saving" creates a wrong impression, because, as has been found in the United States, the use of this machinery, at any rate so far as motor production is concerned, does not conduce to unemployment, but, by increasing output and lowering prices, widens the market. A motor-vehicle continues to give employment to many persons throughout its life, and not merely while it is being built. In this country progress has been made in the reorganization and modernization of factory methods, but not all our motor producing firms are progressive. Many of them are in a small, even if sound, way of business. Before long, however, I am convinced that there will be amalgamation, absorption, or extinction, and those who succumb will be those who fail to realize the power of modern workshop practice.

TIME AND LABOUR SAVING

As an example of labour and time-saving methods whereby production costs are lowered, it may be stated that in an American factory the whole chassis at the end of a line is taken by a pair of giant arms, lifted in mid-air, and deposited right side up on the main assembly line, which runs at right angles to the chassis line. This is all done electrically and saves the time of several men and the use of two hoists and a turnover cradle. The operation is done in one-fifth of the time formerly occupied. At a certain point in the progress of the chassis an electrical contact is made which sets the lifting process in motion. Again, a workman places finished pistons successively upon three cylindrical objects and strikes them with the palm of his hand. With each stroke a piston ring snaps into place. Rings are installed at the rate of three complete pistons a minute, which is stated to save about 90 per cent. of the time formerly occupied. There is also a special machine for doing the roughing and finishing on the crank-case in one setting. This undertaking used to require two machines and the time and man power for two settings. It is now done more correctly in half the time. A reciprocating hone for the walls of the cylinders does the work which before required ten or twelve machines. The labour cost is stated to be only

two cents a car, as compared with $1.80 previously for a less perfect grinding job. With a machine of this sort eight cylinders can be dealt with almost as easily as six. As the crankcase progresses upon its special track from machine to machine scarcely any time is required for fitting. It used to take a workman several seconds, or even minutes, with a wrench to ensure that the part to be machined was properly clamped in place. Now he has only to pull a lever, and an air clamp does the rest. This process is said to save ten minutes a motor. An overhead monorail is used instead of cradles for moving the motor to the engine test department, and with the elimination of cradles the cost of motor assembly has been reduced by at least a half.

Last year the total number of registered motor-vehicles in the United States was nearly 26½ millions, and the number of those employed, directly and indirectly, in the motor industry was over 4,000,000. The capital invested in motor-vehicle manufacturing and net tangible assets were well over $2,000,000,000. The value of motor exports alone from the United States reached a total of $354,874,924 for the period January-June, 1929, which exceeds the corresponding period of the previous year by 35·1 per cent. For the first six months of the year America's leading market for cars and motor-cycles was Canada, followed by Argentina, Australia, Brazil, British South Africa, Belgium, Sweden, the United Kingdom, and Denmark, while Germany, Netherlands East Indies, Spain, Uruguay, and British India followed fairly closely. The United Kingdom came fourth for lorries, omnibuses, and chassis. Argentina, Australia, and Brazil being the first three in the order given. Germany took the largest number of motor-cycles. The table below shows the production of motor-vehicles in factories of the United States of America :—

	Passenger Cars	Trucks	Total
1921	1,468,067	148,052	1,616,119
1922	2,338,127	251,493	2,589,620
1923	3,631,728	388,525	4,020,253
1924	3,203,049	397,863	3,600,912
1925	3,760,459	505,231	4,265,690
1926	3,808,753	490,049	4,298,802
1927	2,939,191	455,097	3,394,288
1928	3,821,136	537,623	4,358,759
1929 (estimated)	4,650,000	675,000	5,325,000

The following statement shows the registration of motor-vehicles in the United States of America :—

	Private Cars.	Commercial Vehicles Including Buses.	Total.
1926 ..	19,293,112	2,844,222	22,137,334
1927 ..	20,282,214	2,971,668	23,253,882
1928 ..	21,379,125	3,113,999	24,493,124
1929 ..	23,030,000	3,370,000	26,400,000

Motor transport conditions in America differ considerably from those prevailing in this country, and therefore it is impossible with any degree of accuracy to draw a close parallel, but enough has been said to illustrate what may be done towards the general welfare of a nation by instituting in the first place a sound fiscal policy which encourages production and use by low taxation a unit, and getting revenue from turnover.

The table given below shows the balance of the motor imports and exports of the United Kingdom for 1929, and for purposes of comparison those of 1928 and 1925 are included. The table enables the relationship between the total declared values of exports and net imports of motor products to be contrasted. The trend of motor exports and imports separately and the resulting balance of trade in motor products are also compared with the general balance of trade of all manufactured products and the general balance of trade in all commodities. Among the industries which have an active balance of trade the motor industry occupies a prominent position. All the imports are given as net—namely, gross imports less re-exports.

There can be no doubt that the future welfare of the motor industry of Great Britain will be vitally affected by export trade. The scope oversea for British vehicles, both cars and commercial vehicles, is still very great, and there are many factors favourable to the use of British productions in our own Empire. We must, however, to some extent be able to compete with America on a price basis, and if that cannot be done soon we shall risk the loss of a market of great value and one of almost incalculable importance in its effect upon other British trades. It is reasonable to hope that full advantage will be taken of the golden opportunity; but if that result is to be achieved British motor manufacturers must continue to play their part well, as they have done to a large extent in the past, and the Government must give them that measure of encouragement which is fully justified by the results achieved, by the importance of the industry to-day, and by the influence which the extension of our oversea trade can exercise upon the future welfare of this country.

	1929	1928	1925
MOTOR VEHICLES			
Imports	£ 4,460,977	£ 4,856,390	£ 8,355,189
Exports	5,512,307	7,359,243	8,035,394
Balance of Trade:			
Excess of exports over imports	1,051,330	2,502,853	—
Excess of imports over exports	—	—	319,795
Index of imports (1924 = 100)	93·2	112·4	193·3
Index of exports (1924 = 100)	92·4	131·6	143·7
PARTS AND ACCESSORIES			
Imports	£ 2,282,502	£ 2,326,888	£ 2,411,016
Exports	1,263,020	1,857,477	2,000,282
Balance:			
Excess of imports over exports	1,018,482	469,411	401,734
Index of imports	43·5	77·9	80·7
Index of exports	34·2	110·0	119·0
TIRES			
Imports	£ 1,538,472	£ 554,704	£ 3,143,316
Exports	1,218,779	2,770,619	3,332,270
Balance:			
Excess of exports over imports	680,307	2,215,915	188,954
Index of imports	21·8	22·5	127·7
Index of exports	29·1	130·7	157·2
GRAND TOTAL OF MOTOR PRODUCTS			
Imports	£ 8,281,950	£ 7,737,982	£ 13,909,521
Exports	14,994,106	11,987,339	13,376,946
Balance:			
Excess of exports over imports	6,712,156	4,249,357	—
Excess of imports over exports	—	—	532,575
Index of imports	95·1	79·2	142·4
Index of exports	162·2	127·5	142·3
Net imports of all manufactured goods	£ 36,480,578	£ 291,977,133	£ 288,173,066
Total exports	53,833,362	578,628,519	616,608,038
Motor Products as Percentage of Manufactured Goods:			
Imports	3·0	2·7	4·8
Exports	2·6	2·1	2·2
Total imports of all goods for consumption in U.K.	£ 1,849,303	£ 1,076,587,863	£ 1,166,678,391
Total exports of all home-produced and manufactured goods	2,554,967	723,427,455	773,380,762
Motor Products as Percentage of all Goods:			
Imports	0·92	0·72	1·19
Exports	2·09	1·66	1·73

OVERSEA TRADE

IMPROVING EXPORTS

IMPORTANCE OF INITIAL PRICE

(BY OUR MOTORING CORRESPONDENT)

British motor exports for 1929 show an increase of almost 33 per cent. in number and 20 per cent. in value over those for 1928, and the demand is not slackening in spite of difficulties in various markets. The whole question of export of motors of all types is of great importance not only to the welfare of this country, as affecting general prosperity and employment, but also to the Empire oversea in relation to the expansion of trade by means of improved transport facilities and the inauguration of economic means of conveyance in areas which have hitherto been practically unexploited through lack of suitable means of transport. The motor can be the means of improving trade and so raising general purchasing power, and therefore it is imperative that motor-vehicles should be built and serviced in such a way that prime and maintenance costs are as low as possible. The prospect of the motor industry abroad has always had relation to the progressive growth of the purchasing power of the community, and more and more does it become clear that the development of our motor export trade must depend on reduced initial price.

Salesmanship, propaganda, service, and an intimate knowledge of local conditions and requirements are certainly vital to assured success; but price, in spite of the awakening knowledge that the suitable British car and commercial vehicle can prove the best investment in the long run, will always influence sales to a large extent. I am convinced that if certain models of car produced in this country could be still further reduced in retail price our exports would go up by leaps and bounds. The merits of these machines are beginning to be realized at their true worth, and intrinsic value is being more generally weighed against face value.

TAXATION

Prices, however, are still rather high, and this is where the American steps into markets oversea which should and would be ours to-day had we adopted a broader point of view and a suitable fiscal policy, taxing more on turnover and thus encouraging production. Moreover, the tax on design should never have been allowed to continue in this country. The only way to achieve comparatively low retail costs is by large factory output, and this calls for cooperation between manufacturers, encouragement by the Government, and trade conditions which are founded upon confidence and a reasonable measure of trust in the future. We should also effect a wider distribution in our exports. Some improvement has been made in this direction, but not sufficient.

Attention has been called in previous British Motor Numbers of *The Times* to the danger of relying too much on export to the Australian market, and the danger is not past. There exists in the Commonwealth at the present time an excessive stock of certain American cars which, in consequence of the fall in wool prices, is likely to bring with it uncertainty in many directions. Fortunately the stocks of British motor-vehicles are, on the whole, of moderate size; but general financial restriction appears to be almost inevitable, and this prospect might well justify the help of our Government in the matter of export. The whole situation seems to need mutual and reciprocal action between the Home and Dominion Governments in order to ensure that the extent of the purchases by Great Britain of Australian primary products should be the measure of the purchase by Australia of goods manufactured in this country. Incidentally, growing financial difficulty in many parts of the world, due to causes which are generally known to-day and have to some extent been accelerated by financial trouble in America, is reacting in some degree in favour of the smaller types of British car, because of their efficiency combined with economical maintenance.

The following tables show the exports of British motor products for December, 1929 and 1928, and for the 12 months of 1929 and 1928 :—

EXPORTS

	Complete Vehicles: Private Cars		Complete Vehicles: Commercial Vehicles	
	No.	£	No.	£
Dec., 1929	2,125	405,211	117	42,255
Dec., 1928	1,972	385,779	104	53,962
1929 ..	24,197	4,391,400	2,636	1,017,593
1928 ..	18,192	3,620,090	1,437	751,727

	Chassis: Private Cars		Chassis: Commercial Vehicles	
	No.	£	No.	£
Dec., 1929	744	96,715	275	117,379
Dec., 1928	914	100,715	567	158,965
1929 ..	9,901	1,085,649	5,587	1,944,586
1928 ..	7,988	955,264	4,923	1,766,351

	Total	Parts and Accessories	Tires
	No.	£	£	£
Dec., 1929	3,291	661,760	186,211	337,454
Dec., 1928	3,537	699,421	161,238	252,192
1929 ..	42,321	8,439,228	2,263,020	4,218,799
1928 ..	32,540	7,093,432	1,857,477	3,425,162

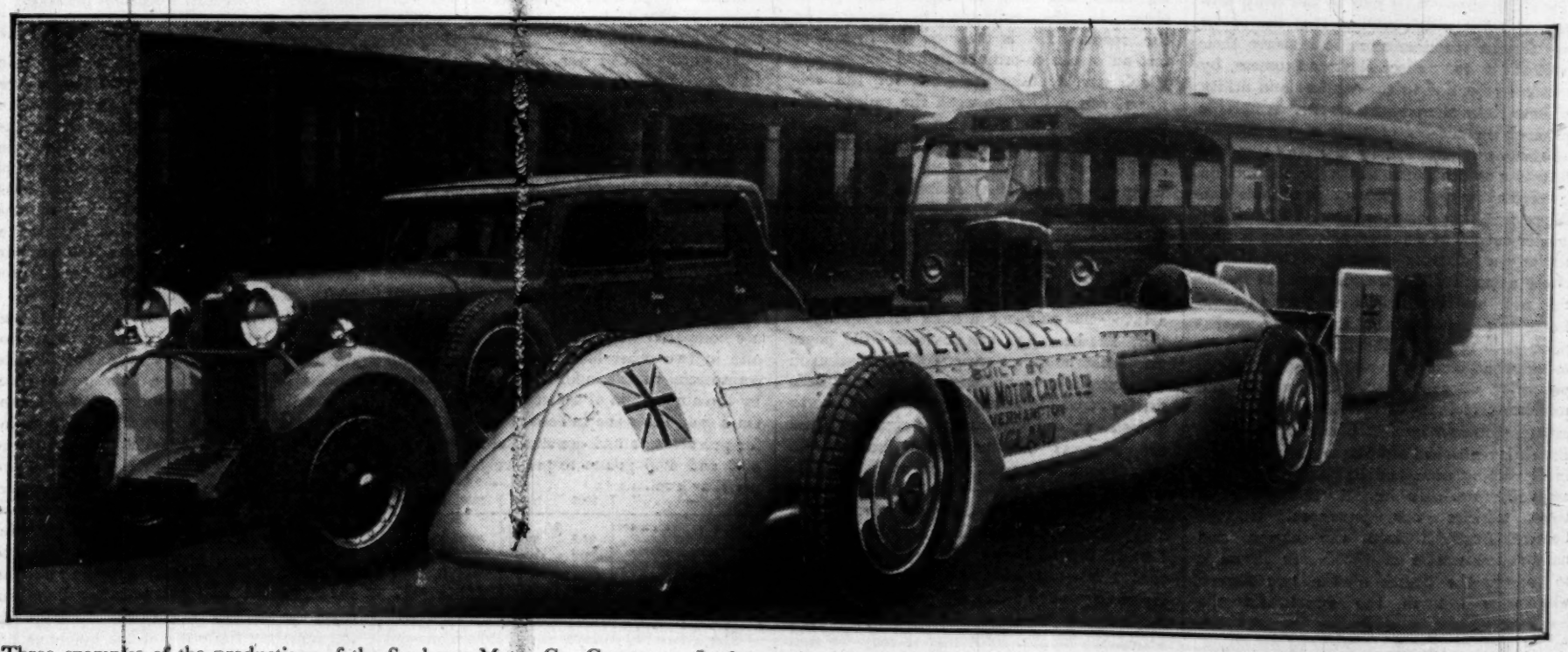
PROSPECTS FOR 1930

I have received from the British Section of the Society of Motor Manufacturers and Traders the following statement, which shows the probable consumption of motor-vehicles in various non-manufacturing countries and the approximate sources of production during 1930. All the figures are based on exports from the main producing countries during the past year :—

—	U.K.	U.S.A.	Canada
Australia	10,000	55,500	14,000
New Zealand ..	3,000	12,500	6,250
India	4,000	13,000	15,000
British Malaya ..	2,000	800	1,250
Ceylon	1,000	1,000	1,500
Africa (Union) ..	2,500	23,500	3,500
„ British West	650	2,000	2,000
Irish Free State ..	4,000	500	—
Other British Empire	2,850	60,000	5,575
Total British Empire	30,000	170,800	49,075
On the continent of Europe	2,350	88,100	640
South America ..	2,150	115,000	11,200
Japan	250	10,500	50
Other Foreign Countries ..	1,000	97,600	11,735
Total Foreign Countries ..	5,750	311,200	23,625
Total	35,750	482,000	72,700

—	Italy	France	Other	Total
Australia ..	350	—	—	79,850
New Zealand	—	—	—	21,750
India ..	1,100	—	50	33,150
British Malaya ..	350	—	—	4,400
Ceylon ..	—	—	—	3,500
Africa (Union)	—	—	—	31,500
„ British West ..	—	—	—	4,850
Irish Free State ..	75	—	—	4,575
Other British Empire ..	750	50	150	69,375
Total British Empire ..	2,575	50	500	256,700
On the continent of Europe	13,800	11,330	4,900	121,120
South America	2,600	350	250	131,550
Japan ..	200	75	—	11,075
Other Foreign Countries ..	8,075	27,695	[illegible]	148,955
Total Foreign Countries	24,675	39,450	8,000	412,700
Total ..	27,250	39,500	8,500	669,400

With the balance of imports and exports of the United Kingdom I have already dealt, and it must suffice here to say that, having regard to the effect upon our other trades concerned, it is of the greatest importance that British means of transport should be employed as widely as possible throughout the whole of the British Empire.



Three examples of the productions of the Sunbeam Motor Car Company. In front is the 24-cylinder supercharged Silver Bullet, built for Mr. Kaye Don's attempt on the world's speed record, and behind are the latest types of six-cylinder car and S.M.C. coach.

BRITISH VEHICLE CONSTRUCTION

TENDENCY OF MODERN DESIGN

LUXURY, ECONOMY, AND AUTOMATISM

(BY OUR MOTORING CORRESPONDENT)

The design of motor-vehicles for both private and commercial purposes throughout the world tends continually towards greater luxury, economy, and automatism.

British manufacturers are in no way behind others; indeed, taking the three factors into account—and they thus form a criterion of progress—designers in this country may justly be said to be ahead of those of other nations. The advance in luxury, for instance, has been most noticeable in the last few years. It is common to-day to find even in the inexpensive and smaller class of car fittings in the standard equipment which only a short time ago would have been considered luxuries and charged for accordingly as extras. On a medium priced and sized model the following list of part of the equipment well illustrates the point:—Two spare wheels and tires, combined tail and stop light, electrically-operated dual dipping head lamps, safety glass, radiator shutters with a thermometer on the instrument board, chromium plating, electrical petrol gauge with switch, eight-day clock, fog lamp, electrical cigarette lighter, adjustable foot rest, bumpers, sun visor, pile carpets, skin rug, silk-covered down head cushions, an umbrella in stand, and, of course, the customary speedometer, driving mirror, luggage grid, and roof ventilator.

SMOOTH RUNNING

Refinement in performance is marked by the smoothness of the engine, the quietness of the gearing, the progressive power of the brakes, and the lightness and firmness of the steering, while the finish of the coachwork and the artistry and good taste in line and colour are undoubtedly up to a high standard. Economy is obtained by the increase in the horse power of engines for a given size and cubic capacity. Easy accessibility of parts saves time and money, while tire cost is substantially reduced by better graduation in the power delivery and the improvement in suspension and tire construction.

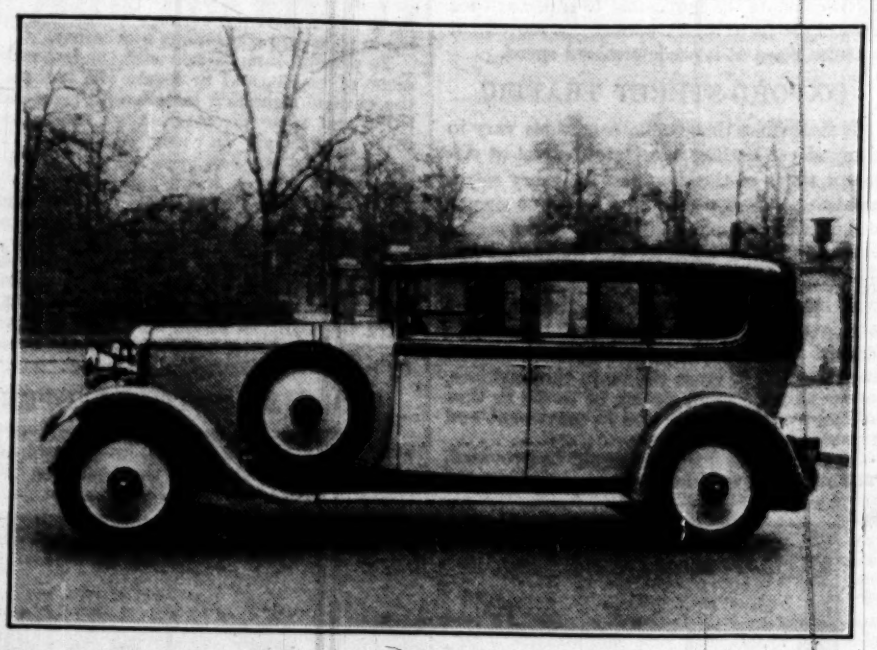
Automatism in manufacture, maintenance, and driving is desirable because it tends to cheapen motoring and motor transport, to make motoring safer, and to give it a wider appeal. A brief examination of modern design and its trend will bring into relief the main features of development—namely, luxury, economy, and automatism.

In engines and their component parts the trend is towards multiplicity of cylinders, so that by reducing piston impulse more even torque and sweeter acceleration may be obtained. An extreme is to be found in a new model of an old-established American make in which the engine has 16 cylinders. The British 12-cylinder engine has been a practical proposition for several years, but at present the majority of motor-car engines throughout the world are of the six-cylinder type. The four-cylinder unit is becoming more and more confined to the least expensive category and to the seven, eight, and nine horse-power British makes. For the latter, the four-cylinder engine is well-suited, and it is not likely to be changed for several years. These cars—termed "baby" cars, though far from babies in performance—will continue to increase in popularity.

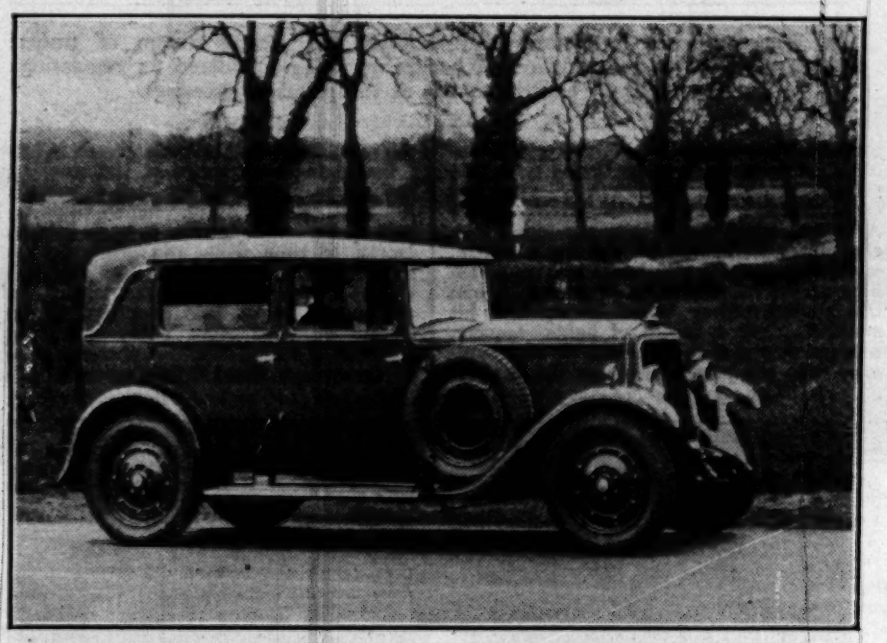
EIGHT-CYLINDER ENGINES

The eight-cylinder, especially of the kind in which the cylinders are in line, has made good headway, although we have not progressed with this form of power unit as rapidly as America has done. It was stated in *The Times* British Motor Number of 1926 that the eight-cylinder engine would come in and be widely used in the future, and I still believe that it will fully rival the six before very long. It is also likely that in a few years' time it will be adopted for commercial vehicles, particularly of the coaching class. Although car designers are often able to get useful hints from industrial motor construction, it is a fact that as a whole commercial chassis design tends rather to follow that of the private car. This is to be seen in several ways, as, for instance, in the number of cylinders used for the engines. The four-cylinder for goods conveyance, and even for passenger transport, is still widely used. The six, however, has come much to the fore during the last year for omnibus and coach services. The most noticeable general improvements which have been made in engines in recent times are the more efficient shaping of cylinder heads, increased bearing surfaces for the crankshaft and camshaft, lighter reciprocating parts, forced lubrication with higher pressures, more advanced valve design, better heating of the mixture, with more efficient inlet and exhaust manifolds, more adequate filtering of air, petrol, and oil, and a more constant working temperature for the engine.

As a consequence of this progress finer and smoother acceleration is now given, while economy is effected by a greater amount of work being obtained for a given weight of fuel used, and in the saving of wear to bearing surfaces by the filtering of the air and of the oil. In regard to lubrication, it is noticeable that designers, both of car and commercial vehicle chassis, are at last taking seriously into account the factor of engine oil temperature in its influence upon oil consumption and engine durability, and quite a number of 1930 models are fitted with proper oil radiators. As for the self-working side of the motor, an example is to be seen in the provision of some form of thermostat by which the engine is brought comparatively quickly from cold to an economic working temperature and more or less maintained at this degree, a device which also serves to avoid rapid cooling after use. These thermostats, whether working on the water circulation or on the cooling air supply, are generally entirely automatic. Where they depend upon the driver's care a warning, visible by day and by night, is provided in case the driver forgets and fails to attend to his control.



A 35 h.p. Daimler-Barker Pullman limousine which is provided with a sliding roof. The engine develops 120 h.p.



The latest model of the Armstrong Siddeley 20 h.p. 6-cylinder fabric saloon. It is fitted with a four-speed automatically changing gearbox.

Coil ignition is remarkably popular, although the magneto is still fitted in many cases. On the de luxe type of chassis both systems are often employed. General efficiency of the ignition is higher; and reliability of all the parts, including the plugs, as well as the greater measure of accessibility, make for economy. Crankcase ventilation and breathing have, not before it was time, been given attention by more manufacturers. This is a point which undoubtedly affects the luxury of road travel now that closed coachwork is almost universal. Before leaving the question of engines, it may be said in conclusion that, in my opinion, we shall before very long see an increase of the six-cylinder type down to and including the 12 h.p. class, while it is likely that the Straight Eight will become more popular in the groups round about 20 nominal horse power.

THE GEAR

There is not much to be said about clutches for cars, except that a satisfactory measure of reliability is now obtained, and that with the almost universal adoption of the single plate clutch with light revolving members gear changing has been made easier. There is room for improvement on many makes in providing automatic lubrication for such bearings as those of the clutch and of the pedal shaft. The single plate clutch has come in rapidly on British commercial vehicles, and this has made a great difference in the lightness of the controls affected, with consequent reduced fatigue to the driver and greater safety on the road.

With the advance made in gearing and gear changing, I have dealt elsewhere in this Number. All the three main factors in progress come into these features. The enclosed propeller shaft is much used both on cars and commercial vehicles, although in some cases, and especially on the smaller industrial machines in which the propeller shaft is not very long and therefore has not to be divided, torque is taken by the springs. For the final drive of cars the spiral bevel far outnumbers any other form of gear, but the worm is much employed for business transport, and especially for passenger carrying. Axle cases are made so that the gear can be removed with the least labour and expense, and adjustment for mesh is often provided outside. The half-elliptical spring, always much in use, has ousted in several cases during the past year those of cantilever and quarter-elliptic types. Improvement in stability, which is more than ever necessary with the increase in speeds, is being sought by placing the springs, at any rate, at the back, outside the frame, while the dropped frame is a modern feature of many up-to-date commercial vehicles. Some form of centralized chassis lubrication has been adopted by a large number of British car makers, and there are signs that this is being followed by manufacturers of industrial vehicles. The type of bearing known as the Silentbloc, in which rubber is used, saves lubrication and the possibility of squeaking. Independent wheel suspension has not yet made the practical progress which it should have done, no doubt because it is of a somewhat revolutionary nature. Meanwhile, detail improvement in actual springing, with the use of hydraulic shock absorbers, makes the up-to-date vehicle travel smoother than before. This, of course, assists the efficiency of tractive effort, steering, and braking.

POWER BRAKING

Power braking has rightly been much taken up in this country by designers of both classes of motor-vehicle, and in this, as in several matters affecting design, we are ahead of America. Hydraulic application of the brakes well holds its own. The external brake is rightly discarded. No construction is as good as the British in regard to ease of brake adjustment. The cam type of steering is continually gaining adherents, as it provides a very light action with the requisite firmness and irreversibility. Jacking and tire pumping have been neglected, and it is time that the average standard equipment included a proper form of labour-saving jacking and a power tire pump. Many commercial vehicle chassis now include the latter as a matter of necessity. The tendency in goods vehicle construction is to increase the paying load capacity; and the provision of pneumatic tires is certainly a great step forward, tending as it does to economy in vehicle and road costs. The six-wheeler is making good headway, especially for omnibus work here and abroad and for cross-country service oversea. Advance continues to be made in petrol-electric and steam vehicle construction for commercial purposes. The ignition-compression engine, the tendency in coach design, and coachwork, are dealt with elsewhere in this Number.

NATIONAL TRANSPORT POLICY

CO-ORDINATION AND PUBLIC SERVICE

MESSAGE FROM THE MINISTER

Mr. Herbert Morrison, M.P., the Minister of Transport, has written the following Message to British motor manufacturers and traders for publication in this Special Number of "The Times."

In writing this message for the fifth British Motor Number, I am glad to be able to follow my predecessor in congratulating the industry on another year of progress.

It is perhaps unnecessary to quote statistics to illustrate a growth which must be apparent to every one who uses the road; and it is not only this growth that is a matter for congratulation, but also, and to an even greater degree, the manner in which it has been attained. The continued development of design, the ever-increasing change over from solid to pneumatic tires in the case of the heavier vehicles, and the general improvement in all equipment—including such items as brakes and lighting—show a truly progressive spirit which realizes that the surest way to improve the position of the manufacturer is to please the customer by constant attention to the comfort and utility of the vehicles offered for his use.

CHANGE IN RURAL LIFE

If I may, I should like to stress a point which is perhaps not always sufficiently recognized by those who, in a desire for peace and quiet, are rather inclined to regard the advent of the motor-vehicle as an unmitigated nuisance. I refer to the change which has taken place in the conditions of life in the rural areas, especially in those which are not served by railways or where a frequent railway service is an economic impossibility. Here the advent of the motor-omnibus has provided the rural dweller with an easy means of access to the market town for shopping and for pleasure. The light delivery van now enables the tradesman to make frequent calls and deliveries of fresh provisions, instead of the old system of a visit once every fortnight or so with cart, horse and van.

To my mind these facilities, coupled with the wider availability of electric light and power—another matter with which, as Minister of Transport, I am closely concerned—has been and will be one of the most useful checks against the constant drain of the rural population into the towns.

Nevertheless, while giving full weight to this and other advantages to be obtained from the use of motor transport, it is necessary to see that this new development does not run riot.

The old idea that unrestricted competition in all industry, including transport, must be to the best advantage of the consumer has disappeared, and in this field at any rate the watchword "co-ordination" has supplanted "competition." No one, I think, would now deny that the real aim and object of any Minister of Transport should be to see that all forms of transport are developed and utilized in such a way as to provide a co-ordinated system which will serve the economic needs of the country efficiently but without overlapping and consequent waste.

THE ROAD TRAFFIC BILL

As an important step towards a definite transport policy I can point to the introduction of the Road Traffic Bill, which is now before the House of Commons.

This Bill will, among other things, create valuable machinery for the organization of passenger road transport on the principles of co-ordination and public service. It is based on the two interim Reports already submitted by the Royal Commission on Transport, and I think that the Commission is to be congratulated on the speed with which those excellent Reports were produced and on the reception which their recommendations have been accorded on every side. In particular, I feel that the Commission may pride themselves on the way in which the cogent arguments and clear presentation of their second Report have obtained almost unanimous support for the scheme of area commissioners to deal with the licensing of public service vehicles.

During the present year, I understand, the Commission hope to complete their final Report, which will cover what is undoubtedly the most difficult part of their reference—namely, the co-ordination of all forms of transport, both passenger and goods.

In view of the immense changes which the development of the internal-combustion engine has brought about during the last quarter of a century, it is interesting sometimes to speculate on what the future may hold in store for us. However, in the busy life of the Minister charged with national transport policy it is enough to try to keep abreast of technical developments from day to day, while bearing constantly in mind that his policy must be so framed as not to hamper future progress, whatever direction it may chance to take.

TRAFFIC CONTROL ON HIGHWAYS

AUTOMATIC ELECTRIC SIGNALLING

FLEXIBLE PROGRESSIVE SYSTEM

(By Sir Henry P. Maybury, G.B.E., K.C.M.G., C.B., M.Inst.C.E., Chairman of the London and Home Counties Traffic Advisory Committee.)

The large annual accession to the number of motor-vehicles which are licensed for use upon the highways of the country makes it more and more necessary that some uniform system of road traffic control should be introduced in Great Britain. Indeed, for the last four or five years there has been a movement in the direction of automatic electrical signalling, and this method of controlling traffic at important road junctions in populous areas was so gaining favour about a year ago that the Secretary of State, in conjunction with the Minister of Transport, caused a circular to be sent to all the local highway and police authorities of the country setting out the last word, as then known, on the signalling question, and suggesting that wherever signals were introduced they should eventually form part of a well-considered and uniform system.

PROVINCIAL CITIES

It is not surprising, having regard to traditions and past history, that many of the large provincial cities are in this matter in advance of procedure in London. Very soon after the constitution of the London and Home Counties Traffic Advisory Committee, a special sub-committee of that body was appointed to consider the question of the installation of automatic electric control signals in the Metropolitan Police district, but the executive authority at that time did not favour the introduction of such signals.

Ultimately, after considerable negotiation, it was decided to instal an experimental quasi-automatic electric control along Piccadilly from the bottom of Bond-street to the west side of the entrance to Berkeley-street, and this installation, which is under manual control, is being worked with more or less success during the rush hours of each day. But while we in London were talking about it, Edinburgh, Liverpool, Birmingham, Manchester, Leeds, Bradford, and other large cities, and even minor communities, were actually providing and operating electric signals with a large amount of success.

Some five years ago I was deputed by the then Minister of Transport to visit the United States to study the subject of traffic control, and I then went very thoroughly into the several systems which were at that time in operation in, among other places, the cities of New York, Philadelphia, Washington, Detroit, Chicago, and Boston, and reported the result of my investigations to the Minister and to the Traffic Committee.

PROGRESS IN AMERICA

Since those days great progress has been made in the United States with automatic electric signalling, this being no longer confined to cities and populous centres. It is no uncommon thing to find such signals at important points of intersection on main trunk roads. Some of the systems adopted are extremely good, and particularly is this the case in Boston, where miniature signal boxes are established upon the pavements at important intersecting points from which a constable, seeing precisely what is wanted both for traffic movement and for the safety of pedestrians, operates the necessary switches. I was particularly impressed with one such installation, and stood beside the manipulating officer at the time of densest traffic movement, when the factories and workshops were discharging their people. It was gratifying to see how well the pedestrian responded to the traffic control, never venturing to cross the road until the signals had made the crossing quite safe. The signal cabin provided an excellent coign of vantage for the traffic officer, and gave him protection from the elements.

I am of opinion that where traffic is considerable in volume the automatic signal *per se* is by no means the best system. In many towns there are now installed what are described as "progressive control" electric signals, and I hope that any schemes introduced in the London traffic area will be upon these lines.

The London Traffic Committee has given much attention to the subject, and in October of last year recommended the Minister to proceed with a signalling installation for Oxford-street, adopting the flexible progressive system has recommended for adoption throughout the country.

In schemes of this description it would be necessary at the outset to lay down and define what should be the basic speed. This would be determined so as to give a maximum uniform speed at which vehicles could traverse the whole length of a street without being required to stop. It is important to select a speed which is neither too fast nor too slow, as a high rate would result in the slower vehicles being unable to get past more than one or two of the signals without being held up, while too slow a rate would result in the faster vehicles being held up at most, if not all, signals.

Consideration would also have to be given to the time during which the signals would be in operation, regard being had to the necessities of traffic in each particular case. The introduction of any system in the busy streets of any large town necessitates much thought, and a study and analysis of all traffic using not only the main street, but also the intersecting ones, in order to ascertain the average flow of traffic at all hours of the day, and upon such information regulations must be made to secure continuous movement.

To prevent interference with the free movement of traffic, and to secure the success of the electric signalling installation, right-hand turns and some direct crossings might have to be prohibited. In many places where the signalling system has been adopted traffic is allowed to flow on a left-hand turn into an intersecting street, even though the red signal be showing, but in my view this is extremely improper, and may add to the danger of pedestrians, because it is fair to assume that when pedestrians see the red light showing against the traffic they will consider that they have the right to cross, and may easily be trapped by vehicles cutting out of the stream by left-hand movement.

THE TIME-SWITCH SYSTEM

The time-switch system of control can be a source of much irritation, and should only be adopted if and when the traffic on both the main and the intersecting roads is heavy. I had many experiences of the working of such signals during my motor travels in America. It was no uncommon thing to be held up for what appeared to be an inordinate length of time while the green light was showing in favour of the cross traffic, and this at a time when there was no such traffic desiring to pass. This happened on many streets even in New York, and I have observed the same condition of things in some of the towns in Great Britain where this time-switch system is in use. Again, one finds motorists ignoring the lights altogether at certain times of the day, and I have even seen an officer on point duty call traffic on while the signals which should have controlled it were standing at danger. Such procedure is calculated to bring any system into disrepute.

It is difficult to see how any time-adjusted switch, without frequent readjustment, could be made to serve the flow of traffic at all times of the day, and it is because of this difficulty that the "flexible progressive" system is preferable. The capital cost of such installations is fairly high, but I am of opinion that, if they are installed judiciously, and are operated under the control of an experienced traffic officer, they should not only make for greater safety for the pedestrian and lead to greater freedom in the flow of traffic, but should also have the effect of saving a large amount of police power, thus freeing the members of the force to perform what are sometimes called their more important and legitimate duties.

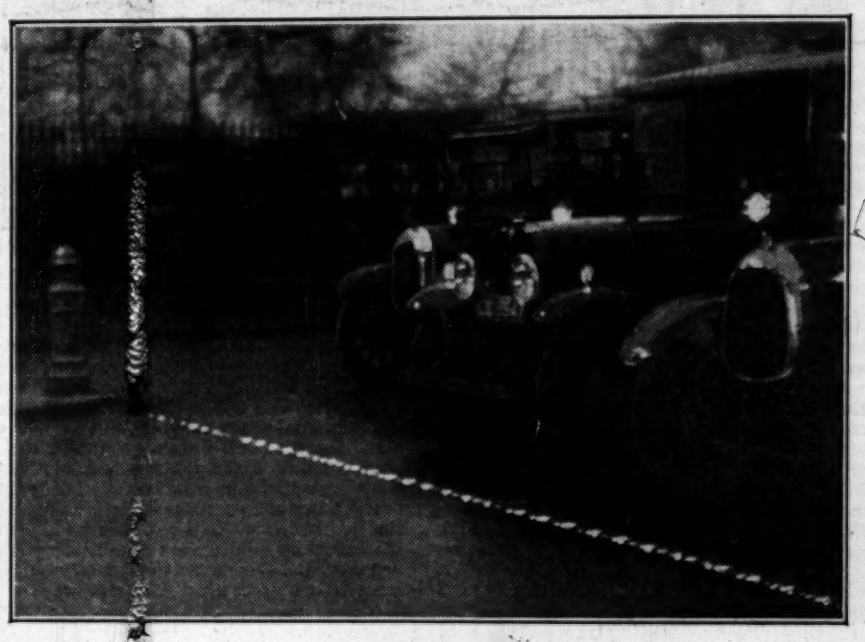
to co-ordinate the movement of traffic at each crossing so as to enable continuous movement to take place at a predetermined speed.

OXFORD-STREET TRAFFIC

It is obvious that traffic conditions vary in every street leading into Oxford-street at different times of the day, and for every set of conditions there would be a cycle of signals which, when properly adjusted, would secure maximum street capacity and maximum efficiency. It is believed that, if such a system were installed, there would be a division of the traffic into groups sufficiently far apart to ensure that vehicles entering Oxford-street and desiring to cross the main thoroughfare, or to join the main stream of traffic in that street, would be facilitated in movement and speed.

A main control station would be provided, and in this it would be possible to adjust the timing of the signals to suit the traffic conditions obtaining at any particular time. The police officers on duty at, say, St. Giles's-circus, Orchard-street, North Audley-street, Marble Arch, &c., would be able to communicate with the officer in charge of the main control station by means of telephones, and from such information as should be conveyed to him the station officer would manipulate his switches. The sequence of lights—namely, red, green, and amber—would be in accordance with the principles which the Minister

An everyday scene in Oxford-street showing the steady stream of traffic along this crowded thoroughfare. Schemes are being considered for regulating the traffic by electric signals at the principal crossings.



A development of the "white" line. An electrically lighted "halt" line now being tried in London.

SPEED

ITS USES AND DANGERS

(BY OUR MOTORING CORRESPONDENT)

Speed has its uses and its dangers. It is the fundamental element in accident, yet without acceleration there can be no progress in motor transport. Speed is essential in modern times, even if it may be regarded as a necessary evil, and therefore to be kept within the bounds of safety.

Vehicle design of all types—car, coach, omnibus, van, lorry, and motor-cycle—tends towards the provision of higher speed capacities. It has been suggested that machines should be so built that present-day rates of speed could not be possible. In such circumstances motoring and commercial motor-transport would be more costly. Increased speed capacity means increased efficiency, provided that a greater output of power is obtained for a given size of engine or for a given weight of fuel consumed.

MAXIMUM AND AVERAGE

Speed may be divided under two heads—maximum and average—in regard to which there is often a confusion of ideas. A relatively high average speed—allowing for safe and economical driving—is desirable, since, on a commercial basis, the cost of a vehicle is less per mile the greater the mileage it covers in a week, a month, or a year. With lower operation costs passenger fares and goods conveyance charges can be reduced, and this economy expands trade and assists development upon the right lines. To maintain good average speeds maxima rates must, in the present state of internal combustion engine design, be sufficiently high to provide a reserve for acceleration and for high speed upon straight, open stretches of road where time can be made up. To condemn the motor-car of to-day because it will do 70 miles an hour, or the coach because it will do 50, is therefore unreasonable. Moreover, speed has other uses when expressed in terms of acceleration. Many an accident has been avoided because the driver had a good reserve of power at his disposal. Lack of speed conduces to traffic congestion; that is proved every day by a horse-drawn vehicle in a line of motors.

Not speed but the abuse of speed is the cause of accidents on the road. Risk and danger results from the use of speed in the wrong place and at the wrong time. If progress is not to be checked increased average speed must come from advanced design, and the factor of safety maintained by improved control. That there is abuse of speed on the roads of this country is sufficiently obvious. There is a justifiable outcry against recklessness and carbarianism, but what object would be served by the maintenance of the speed limit? In my opinion much of the risk taken by many drivers is the result of inexperience and the lack of adequate and proper teaching. Thoughtlessness due to lack of imagination, and not intention, is the principal cause of motor accidents. Moreover, the general speed limit to-day is more honoured in the breach than the observance. I have spent much time on the roads of this country during the last 10 years, and I have rarely seen a driver, except a beginner, who was not suiting his speed entirely to his liking when out in the country. No one in his senses wishes to drive fast continually. I do not believe that the removal of a general speed limit would encourage motor-vehicle drivers to go faster, but proper safeguards against driving to the common danger must be enforced.

PUNISHABLE OFFENCES

The abuse of speed—namely, its use in the wrong place and at the wrong time—can best be checked by insistence on the observance of certain fundamental rules. For example, it should be a punishable offence for a driver voluntarily to halt his vehicle on a corner; to overtake other traffic on a corner; to enter a main road from a subsidiary one without making sure that the way is clear; to change direction without giving reasonable warning in advance; or to overtake a vehicle on the wrong side. The penalties on conviction should be severe and not merely monetary. The police should check driving on these points much more thoroughly and not wait for accidents to occur. Police control of this kind would be far more effective than trapping on an open road, where the risk to traffic is comparatively small. Let us have controlled speed, but let the regulation be in accordance with the conditions of to-day, while bearing in mind the needs of the future. It is also important that something should be done at the start of a motor-driver's career, since prevention is better than cure. There has always been and, I suppose, always will be the carbarian, although with proper control speed regulations he might be sufficiently repressed to be kept fairly well in check. It must be remembered that he, the most undesirable member of the road, would pass any driving test organized by the authorities. Therefore general driving tests to qualify for a driving licence would add little to the safety of the road. The root of the evil is lack of imagination. Suspension, steering, braking, and tires have been developed in conformity with higher speed capacities. It is for the motor-driver to learn to use his imagination, when he need never be a source of danger to others. But it is for the Government to pass laws—and for the authorities to enforce them—to check the abuse of speed.

BRITISH CARS IN AUSTRALIA

POPULARITY OF "BABY" CLASS

(FROM OUR MELBOURNE CORRESPONDENT)

Exporters should not expect too much of the Australian market this year. The reduced national income from wool and wheat, the coal strike, and heavy loan redemptions will reduce the spending power of the people. Yet there is no cause for pessimism. The most cautious estimates indicate only a slight reduction in the demand for motors in 1930, and, judging by the experience of 1929, British manufacturers should obtain an increased share of the Australian business. The registration of motor-vehicles (excluding motor-cycles) has increased as follows :—

	1928	1929
New South Wales ..	229,219	249,877
Victoria	158,283	152,197
Queensland	78,743	81,135
South Australia	79,750	71,863
Western Australia ..	38,399	46,500
Tasmania	16,176	14,189
	600,570	615,761

These figures are misleading, because decreases are shown in the registrations in Victoria, South Australia, and Tasmania. This is not due to any serious falling off in the number of cars sold, but is brought about by unprecedentedly heavy wastage. An inquiry into the cause of wastage is being made.

ANALYSIS OF SALES

The most notable development of 1929 was the sales of British "baby" cars. It is not possible to obtain figures for the Commonwealth because in some States the distributors are not highly organized. An analysis of the December sales in Victoria, however, shows the trend of the market. The following are the chief figures for motor-cars only :—

Armstrong-Siddeley, 15 ; Austin, 112 ; Buick, 53 ; Chevrolet, 197 ; Chrysler, 70 ; Citroën, 17 ; De Soto, 57 ; Dodge, 104 ; Durant, 30 ; Essex, 77 ; Fiat, 10 ; Ford, 234 ; Graham-Paige, 22 ; Hudson, 22 ; Hupmobile, 30 ; Marmon, 10 ; Marquette, 16 ; Morris Cowley, 36 ; Morris Minor, 45 ; Nash, 22 ; Oakland, 12 ; Oldsmobile, 16 ; Plymouth, 32 ; Pontiac, 38 ; Reo, 14 ; Riley, 11 ; Rugby, 39 ; Singer, 54 ; Studebaker, 14 ; Triumph, 26 ; Whippet, 66.

More than 15 per cent. of the 1,593 cars sold were of the British "baby" type. There are two particular reasons for their popularity: better roads and low petrol consumption. The large expenditure on road development by the Commonwealth and the States has made "baby" cars a practical proposition in almost every part of Australia. Petrol consumption is a vital consideration. In Australia, where petrol costs 2s. and more a gallon and further taxation is likely, the high mileage of the "baby" cars makes them most attractive. The general reasons which have aided the sales of the "baby" cars apply to all British motor vehicles. British products enjoy a strong sentimental preference. There is nothing abstract about it. British salesmen and their rivals both assure me that it is a powerful factor in making sales.

A more practical consideration provides British salesmen with a "selling point" which they regard as second in value only to the low petrol consumption: at least 60 per cent. of the price of a British car remains in Australia. The assembling is left to the distributors, whereas many of the American companies have established their own assembling plants, the profits from which they send out of the country. There is a notable reaction against the American practice of issuing new models every year solely for the sake of stimulating sales. Buyers of American cars may have their purchases out-moded within a month, but those who buy British cars are assured that, although successive models will be improved, the general appearance will not be changed radically.

ASSEMBLING PLANTS

Events have proved that British manufacturers were wise to proceed cautiously in their exploitation of the Australian market. The American assembling plants established in Australia have not been the success that was expected. Even if the population warranted them, the high inter-State freights are an insuperable barrier to economical working. It costs more to send a motor from Victoria to Tasmania than from the United States of America to Victoria. So the American companies have had to build plants in each State, and it is said that the overhead expenses are not justified.

British commercial vehicles are not in the strong position of British cars. Throughout the Commonwealth British truck sales have decreased 60 per cent. in four years. Although the quality of British trucks is admitted, they cost far too much. Australia needs trucks from one ton to 30cwt. in capacity, costing from £275 to £350 each. Customers who have always used British trucks and

(*Continued at foot of next column*)

have proved their eventual economy have been compelled during the prevailing depression to buy cheaper American vehicles instead of replacing their worn-out trucks with British products. A recent occurrence illustrates the trade which British truck builders are losing through their failure to "cover the price field," to use the language of the salesmen. The Melbourne City Council banned horse-drawn vehicles in some parts of the vegetable market. This led to a rush for light motor-lorries, and the American companies had no competition in supplying the demand.

One disinterested authority on the motor industry told me that the Australian market was never more in favour of British manufacturers. But the Australian motor market is the most competitive in the world and prices will have to be kept at an absolute minimum. There is room for much development, especially in the country, where it is doubtful whether the "baby" class will ever have a large sale. Farmers prefer light American cars, which are in the same price class, because they are large enough to accommodate their families and for the transport of stores. The American light truck manufacturers have almost a monopoly of the country trade. These are subjects for the earnest consideration of British manufacturers. Whether it would be profitable to attack these fields they alone can decide. In the meantime their policy is sound. They ought to watch Australian conditions closely for indications of the end of the financial depression and be prepared to take advantage of the return to prosperity. It cannot be long deferred.

ROAD AND RAIL IN AUSTRALIA

CO-ORDINATION OF SERVICES

(FROM OUR MELBOURNE CORRESPONDENT)

No solution has yet been found of the problem of motor competition with the railways and the tramways in Australia. The capital cost of State railways amounts to £298,693,011, representing £47.62 a head of the population. If the cost of the Commonwealth railways is added, the capital cost becomes £311,131,906, or £49.51 a head of the population. The percentage of net revenue on the capital cost of the State lines in 1928 was as follows :—New South Wales, 3.68 ; Victoria, 4.16 ; Queensland, 2.27 ; South Australia, 1.08 ; Western Australia, 4.43 ; Tasmania, 0.29—an average of 3.27 per cent. Every State railway was run at a loss in 1928 except the West Australian system, which made 0.12 per cent. profit over working expenses, interest and other charges. The smaller wheat harvest will probably mean even greater losses in 1929. These figures, of course, appear much worse than they really are because the railways pioneered the development of the country and some losses were inevitable. Moreover a large proportion of the railway earnings has been absorbed by statutory increases of wages.

Repressive and in some cases prohibitory legislation continues in force against motor passenger transport. In Queensland last year taxation on commercial motor vehicles was increased by 500 per cent. The necessity for protecting the railways against unfair competition is admitted by motorists no less than by the general taxpayers. Those who are interested in motor traffic declare that if the services were properly co-ordinated there would be room for railways, tramways, and motors ; indeed, that the motors would act as "feeders" to the other services. It is significant that Western Australia, where motor transport is unrestricted, is the only State in which the railways make a profit. So far these arguments have been of no avail.

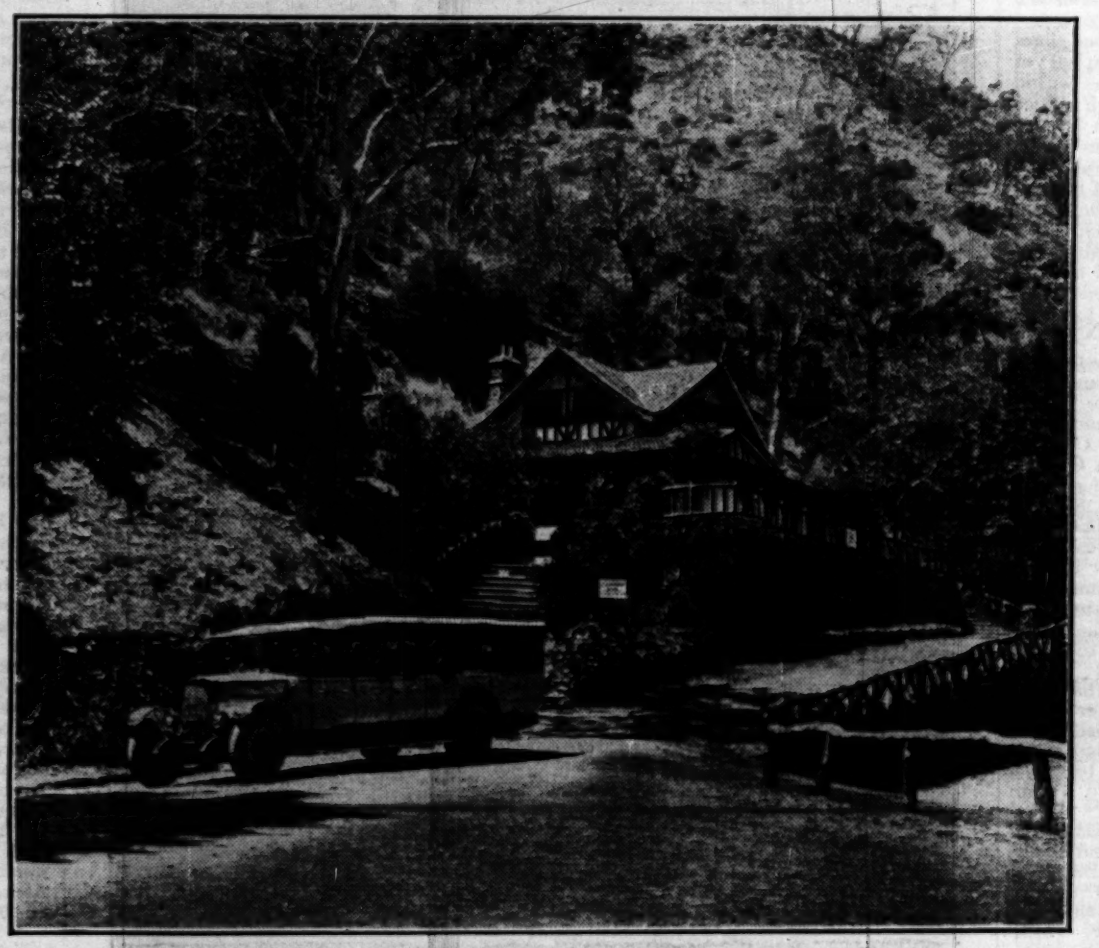
HARSH LEGISLATION

In Victoria motor passenger transport has been almost entirely eliminated. The first move against road transport was the imposition of load limits which removed the heavy trucks. This was a serious blow to British manufacturers. One Melbourne company has £13,000 worth of British trucks rusting in its sheds. High taxes were imposed on motor omnibuses. Then a Board was appointed to allot motor routes. The Board allotted very few, and there is practically only one class of motor passenger transport being carried on. In the definitions of the Act it was stated that an omnibus was any vehicle which carried six or more passengers. Many five-passenger cars are being run, but they are hopelessly inadequate. It has been announced that Parliament will be asked to ban even these. In South Australia the omnibus services were bought by the Tramways Board, and they are being conducted as an important part of the municipal transport system. In Tasmania and Queensland the legislation governing omnibuses is very harsh.

Only in New South Wales and Western Australia are the omnibuses unhampered, and the development of Sydney by motors is one of the romances of the industry. In 13 years the population of Sydney has more than doubled, but in that period not one additional mile of tramway has been built. It would be impossible to bring any more tramways into the city even if they were desirable. The suburban railway passenger service has been very poor. All the development, therefore, was done by motors, and they have proved adequate to deal with the traffic needs of the 500,000 additional population. There are 600 omnibuses operating. Some of them serve outlying districts, bringing their passengers to the railway or tramway terminus. When the city (underground) railway is complete there will be a good suburban railway service. The competition of the omnibuses will then have to be considered. There has been some talk of restricting them or buying them, but the sentiment in their favour is strong, and any harsh action would be resented. Experts believe that there is no reason why the railway, tramway, and motor services of Sydney should not continue to operate harmoniously side by side.

MOTOR TAXATION

The restriction of motor transport cannot continue for ever. The motorists are heavily taxed and they are entitled to reasonable freedom. In Victoria alone they paid £1,166,535 in special taxation last year, £152,327 more than in the previous year. This more than compensates for the loss on the railways, although the motors are responsible for only a small part of that loss. This sum takes no account of the Victorian proportion of the £5,000,000 which motorists pay through the Customs. In addition, of course, motorists have to pay general taxes. In Victoria the railways represent an investment of £75,000,000, but it is often overlooked that £123,000,000 has been invested in roads. They are an asset which should be protected no less than the railways. In a properly ordered community the railways, the tramways, and the motors would each provide the services for which they are obviously adapted. No attempt has been made in Australia to co-ordinate them. Until transport is properly organized the country's development will be retarded.



Touring in Australia. A motor-coach at the Waterfall Gully Reserve in the Mount Lofty Range, a popular resort for tourists, near Adelaide.

CANADIAN MOTOR INDUSTRY

RECORD PRODUCTION

(FROM OUR OTTAWA CORRESPONDENT)

The motor industry of Canada had on the whole, a very successful year in 1929. With an aggregate output of 263,295 motor-vehicles a new record of production was established. This figure was greater by 9 per cent. than the previous peak of 242,454 cars reached in 1928, and 29 per cent. over the 204,727 cars manufactured in 1927. Production started well with an abnormally high output of cars, 21,000, for January, and mounted steadily until in April the greatest monthly output in the history of the industry was reached with 41,901 cars. Compared with the preceding year, production reports for 1929 showed an increase in the number of closed passenger cars from 135,401 to 152,973 and a decline in open passenger cars from 40,680 to 35,523; the output of chassis rose from 48,431 to 65,739, and of taxicabs and omnibuses from 15 to 165; but the figure for trucks was only 8,892, as against 17,527.

EXPORT TRADE

The export of motor-vehicles showed a gain of roughly 29 per cent., the number exported rising from 79,855 to 102,392. The other British Dominions and the British East Indies were the chief buyers. On the other hand, the import of foreign cars fell from 47,408 to 44,724. Thus, in spite of the gain in domestic output, the estimated consumption of cars in Canada was 205,717, a decline of 2 per cent. compared with the record total of 209,607 reached in 1928. A slackening in the industry began after midsummer, and was accentuated by the great stock market *débâcle* which befell in October. As a consequence, many of the motoring classes were forced to embark upon rigid economies ; orders for new cars were cancelled, and used cars became a drug on the market. Many plants sharply curtailed their output, and the workers employed in the industry, who numbered 20,848 in April, fell to less than 8,000 persons.

MOTOR DUTIES

The Canadian motor industry shows a tendency to divide into two groups: plants which endeavour to build cars with Canadian material and resources, and plants which frankly prefer to function chiefly as assembling establishments. These two groups naturally hold divergent views upon tariff questions, and a sharp conflict of interest between them developed at the recent hearings of the Tariff Advisory Board upon the iron and steel schedules. The plants which are genuine builders of cars naturally want duties on imported parts kept as high as possible, and they are supported by firms which are engaged in making raw materials and accessories used for Canadian-made motors. On the other hand, the fabricating firms object to any increase in the duties on parts; witnesses representing some of these firms frankly claimed that under present conditions it would pay them better to manufacture in the United States and pay the import duties. The issue was keenly discussed before the Board, but whether any changes will be made in the motor duties will not be known until the Budget is submitted to Parliament. The motor industry is a very important factor in the economic life of Canada. Since 1918 the capital invested in it has grown from $31,550,353 to $97,056,000, and the number of employees has increased from 5,362 to 15,749.

ACCESSORIES

Supplementary to the growth of the industry proper has been the expansion in the manufacture of motor accessories, in which the capital employed is now placed at $16,343,956 and the number of employees at 3,509. Complete registration figures for the whole of Canada are not yet available, but they are provisionally placed at 1,200,000, which means that Canada is running a neck-and-neck race with England and France for the honour of second place in the list of motor-owning nations, the United States, with 25,500,000 cars, being easily first.

At the moment the outlook for motor manufacturing in the current year is not altogether satisfactory. The difficult grain market situation in Winnipeg is hanging like a cloud over the whole business community, and the buying power of the prairie farmers, who are large purchasers of cars, has been lower this winter than it has been for some years. Therefore the demand from the West is likely to be small until there is the assurance of another good crop. Moreover, the effects of the stock market slump are by no means obliterated in Eastern Canada, where many people are still avoiding the purchase of luxury articles like motor-cars.

MOTOR TOURING IN CANADA

NETWORK OF ROAD SERVICES

(FROM A CORRESPONDENT)

Motor-omnibuses are being used in increasing numbers in Canada, particularly in the cities and towns, for suburban and inter-urban services throughout the year and for scenic tours during the summer months. Luxurious motor-coaches with sleeping and dining accommodation have brought new comfort to highway travel between different Canadian cities, and their services also extend to New York and other American centres.

From Montreal modern motor-coaches, owned by the Provincial Transport Company, give frequent and regular service to New York, Boston, Toronto, Quebec, and intermediate points. These are the trunk lines, but in addition there are shorter lines to neighbouring towns and cities from 50 to 100 miles distant, such as Sherbrooke and Three Rivers. There is also in Montreal the Gray Line of sight-seeing omnibuses. In the summer months, particularly, Montreal is thronged with holiday-makers from the United States and Canada who are attracted by the romance and hospitality of a city whose history goes back three centuries, and also find a certain delight in temporary escape from the rigours of the Volstead Act.

Something like a dozen omnibus lines operate between Toronto, the capital of Ontario, and leading towns and cities within a radius of 100 miles, while a through service is also provided to Montreal and to Detroit and other cities across the American border. In the summer months modern motor-coaches make regular trips to such places of interest as Niagara Falls, competing with the steam railways and steamship lines. Sightseeing coaches are also available for hundreds of picnic parties, for tours of the city, and for large conventions.

WINTER OPERATIONS

In the capital of the Dominion the Ottawa Electric Company operates a large number of motor-omnibuses to supplement the street railway service and also to accommodate tourists. Another company, the Colonial Coach Lines, provides services from Ottawa to the principal cities and towns of eastern Ontario, such as Kingston, Renfrew, Smith's Falls, Perth, Hawkesbury, and Cornwall, while a through line goes to Montreal. On the Quebec side of the Ottawa River regular services are provided winter and summer by the Gatineau Bus Lines. These omnibuses operate over 400 miles of highways, which have to be kept clear of snowdrifts during the long, severe winter of the Ottawa district; and it speaks volumes for the management that they have conquered the problem of winter omnibus operation in a mountainous district where blizzards were formerly considered too great a handicap for the motor-omnibus to overcome. The Gatineau Bus Lines tap a rich fishing and deer-hunting country.

One of the richest sections of Canada is the Hamilton and Niagara district. In and about Hamilton, which is known as the "Birmingham of Canada," more than 100 motor-omnibuses are operated by the Dominion Power and Transmission Company, which also owns the city street railway and several electric railways serving the surrounding country. The various cities and towns throughout Ontario are served not only by motor-coaches which carry passengers and light luggage but also by motor-truck transport companies, which are serious competitors of the railway.

BRITISH COLUMBIA

What is true of Ontario and Quebec is also true of the Maritime Provinces, the Prairie Provinces, and British Columbia. In such cities as Halifax, Saint John, Sydney, and Fredericton, in the Maritime Provinces, omnibuses are used as feeders for electric and steam railway lines and for tourist traffic, while in Manitoba, Saskatchewan, and Alberta omnibus services are to be found in Winnipeg, Regina, Saskatoon, Calgary, and Edmonton, and in the territory adjacent to these centres of population. A line well known to British tourists is operated in the Rocky Mountains, and from the comfortable seats of its "rubberneck" coaches the sightseer may obtain glimpses of 50 Switzerlands rolled into one. No part of Canada is more interesting than British Columbia, and it is natural that the wonderful scenery of that province should be exploited by omnibus owners, who provide for the tourist traffic as well as for the resident population. On Vancouver Island, where the provincial capital of Victoria is located, one company operates 65 omnibuses and handles 125,000 passengers a month, with a total mileage of 90,000 a month. On the mainland of British Columbia, chiefly at Vancouver, are several large omnibus companies which provide regular services to points in the interior and to such American cities as Seattle.

In Ontario exclusive franchises are granted to the various omnibus companies for certain highways or districts and a mileage tax is levied by the Department of Highways of one-fifth of a cent per gross ton-mile. In Alberta the Government collects a percentage of the gross earnings of the omnibus lines, and similar methods of taxation are adopted in the other provinces.

The habits of the Canadian people are changing. Motor-omnibuses appear to have conquered the winter snows and have come to stay, but it will be in the handling of the short-haul business that they will be most successful.

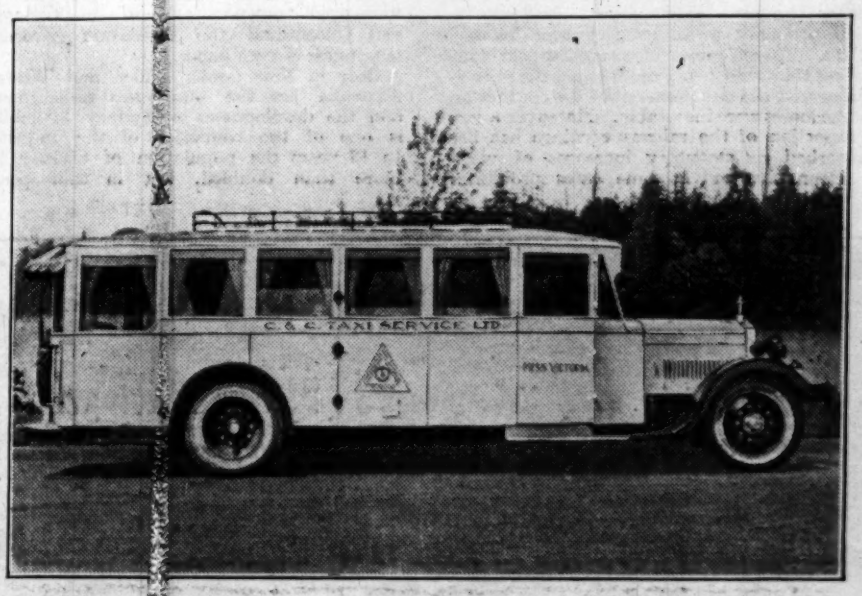
MOTOR SERVICES IN SOUTH AFRICA

NATIONAL ROAD POLICY

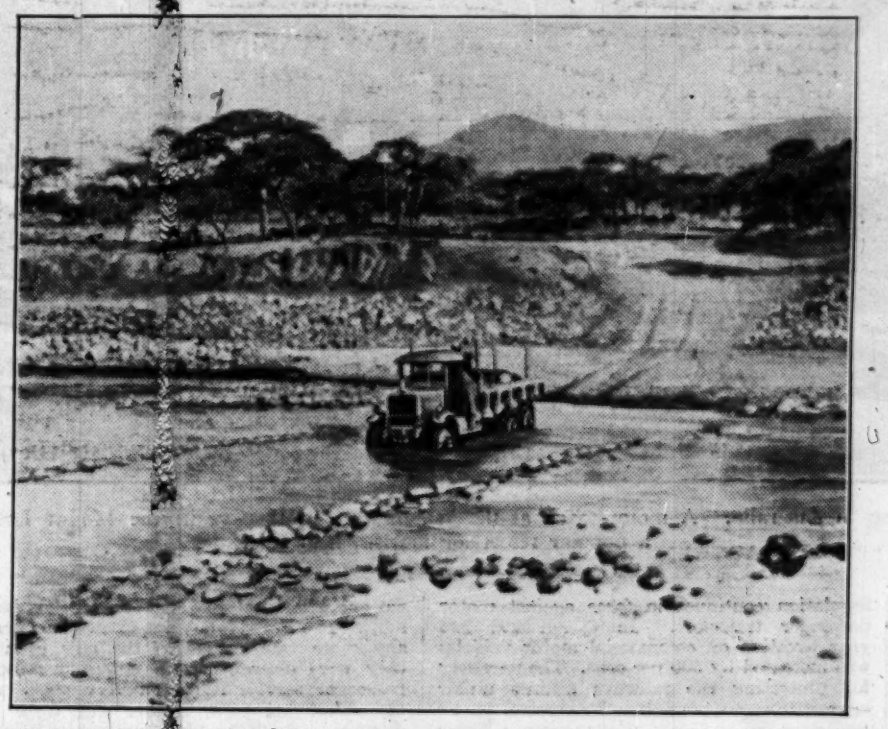
(FROM A CORRESPONDENT)

The post-War development in South Africa of road motor services acting as feeders for the State-owned railways has been remarkable. In 1924, when the system of motor-vehicle operation was first established, there were only eight such services, but from this small nucleus has grown a comprehensive network of services reaching out tentacles into formerly isolated areas, some as far distant as 200 miles from the nearest railway connexion.

The South African Railways and Harbours Administration has, during the past six years, adopted a progressive, though cautious, policy of expansion. Thus we find two years after the inauguration of the road motor services system that the original eight tentacles had increased to 19 over a total mileage of 1,551, this figure representing an increase of 1,050 miles, compared with the total route mileage at the end of the previous year. Twelve months later, in March, 1927, the mileage had reached 4,282, and by the beginning of 1928 this figure had been augmented by a further 3,067 miles. At the end of March, 1929, the total route mileage of the Administration's road motor services was 9,285, and at present the figure is approximately 11,000 miles.



A British coach supplied by the Leyland Motors, Limited, to a company in Victoria, British Columbia. It is a standard 6-cylinder Leyland chassis.



Crossing Keat's Drift, South Africa. A British six-wheeler negotiating a rough piece of country.

AIDING THE RAILWAYS

In the last year reviewed by the General Manager of the South African Railways and Harbours the fact is revealed that 4,144,368 miles were covered by the various road services, 1,450,552 passengers were carried, and 112,791 tons of general merchandise were conveyed to the railways, in addition to 577,825 gallons of cream. This great volume of traffic resulted in the previous year's working deficit of £11,111 being reduced to £3,134, and it is estimated that 1930 will see the disappearance of the deficit.

Before the introduction of the road motor service, great areas of the Union, Swaziland, and South-West Africa were unproductive owing to the fact that in many cases conveyance of produce by ox wagon occupied from 15 to 20 days; but with the present facilities farmers in isolated areas are brought within two days of their market.

One of the most serious problems confronting the Administration in the successful operation of these motor services lies in the bad road conditions. Heavy gradients, sharp curves, and indifferent surfaces have added considerably to the cost of working, especially in the wet seasons. These adverse conditions have been aggravated since it has been found expedient to replace the original 25-cwt. capacity vehicles by six-wheelers of the 5-ton capacity in order to cope with heavier commodities, such as wool, cotton, grain, and fruit.

One of the many important recommendations made in the report recently laid before the House of Assembly by the Road Motor Competition Commission was that the Union Government should create a National Road Board "invested with suitable powers to carry out and correlate a progressive road policy." It is proposed by the Commissioners that a petrol tax be levied, and that "while it is reasonable that owners of motor-vehicles should contribute towards the cost of road construction and maintenance, it is equitable that the general taxpayer should also contribute thereto, in view of the fact that the whole community, directly or indirectly, participates in the benefits resulting from good roads and improved means of communication."

The Commissioners further recommend that the National Road Board should be guided by consideration for the co-ordination of road and rail transport services in collaboration with the Railways and Harbours Board, but in the light of the overwhelming evidence given before the Commission it is not surprising that the Commissioners should find that "there should be no monopoly of public transport on roads, a measure of competition being healthy and desirable."

A ROAD FUND

In short, it is proposed that in addition to the Road Board, a Road Fund be inaugurated, fed from a well-balanced scheme of uniform taxation; that the construction and maintenance of roads be properly co-ordinated; and that while private competition to the railway road services be permitted, due regard should be given to all relevant factors as a pre-requisite to the granting of a licence, including the sufficiency and efficiency of existing transport services—whether rail or road—and the reasonableness of tariffs. In regard to the last point and to the proposed publication of unalterable tariffs, except by statutory notices, two of the Commissioners feel that private enterprise will be robbed of its chief weapon in competing with the powerful State organization. "The elasticity of service and rates," they declare, "are the main, if not the only, inducements which private enterprise can offer the public as against the greater security and stability of

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the service afforded by the Railway Administration."

Whether the Union Government give ear to this objection, or whether private competition will compete with any degree of success, are matters of little importance compared with the certainty that South Africa will very shortly witness a vast improvement in its road system, with further great development of road motor services, and that this expansion in transport facilities will have a far-reaching effect on the future of the Union as a producer.

Road motor services are destined in the future to fill up the blank spaces in the map of South Africa, and in this process Great Britain and British manufacturers are playing their part. The South African Railways have practically standardized on a 5-ton British six-wheeler, for in the heavier commercial vehicle class the British product is generally accepted as supreme.

THE SOUTH AFRICAN MARKET

PROSPECTS FOR 1930

(FROM A CORRESPONDENT)

The motor trader in South Africa has fallen on lean times. Over-importation in the first six months of last year found the bond warehouses at the ports filled to capacity; and just at a time when keen selling was indicated to restore the position to normal the first murmurs of a coming slump were heard.

The bottom has fallen out of the wool market; last year's maize crops remain unsold because the farmer was offered little more than the cost of production; lucerne growers are in similar case. Money that had been free in country districts for years has vanished from circulation. Farmers, who have been making unprecedented money from wool and had borrowed from the Government Land Bank to buy adjoining farms at inflated prices, found themselves suddenly confronted by a crisis. And since the motor trade in South Africa lives very largely on the farmer, the industry is stagnant.

Had it not been for the fact that the principal motor traders in South Africa are shrewd and cautious men, they would to-day be facing ruin. The unprecedented importations last year were the result of the striving of American factories to maintain record schedules. No corner of the earth was too small for them to pay attention to, and South Africa, like other oversea territories, was asked to set a pace in car sales beyond its capacity.

TEMPORARY DEPRESSION

The natural result of dealers' being forced to place heavy orders is bad business. Ridiculously long terms and inflated prices offered for used cars taken in part payment was a temporary palliative, but now garages are filled to capacity with these used cars, and to a certain extent the dealer has merely released money invested in new cars and tied it up in used cars.

How long will this lull last? The optimist expects a readjustment as early as April or May; the cautious economist talk of October; but all are agreed that South Africa is merely going through a temporary slump period and that we shall emerge on a reaction which will approximate to a boom.

Perhaps the most extraordinary feature of the present South African situation is the apparent prosperity of the farmer. We have had a record fruit crop, a record wheat crop, and we are about to have a record mealie crop. Cattle have grazed on green veld throughout the summer and are in perfect condition. In short, everything is right except the market. We live in a land of plenty, but have no money; and naturally the motor trader, who is the principal beneficiary in the good times, is hardest hit in the lean times.

The writer, after a careful survey of the position, believes, however, that 1930 will see as many cars sold as 1929, and on better terms. Whereas the bulk of the business was done last year in the first half; this year the big business will be done in the second half, but in the end probably the same number will be sold. That is to say, South Africa in 1930 should absorb some 24,000 to 25,000 cars.

BRITISH VEHICLES

From the British manufacturers' point of view it is specially unfortunate that this country should share with Australia the present depression, for there was distinct evidence of the breaking down of prejudice against the British product. The sturdier chassis features and more powerful engines of the most recent models of British cars, with their relatively enhanced performance, have been favourably commented on throughout the country. For years we have demanded a car exemplified by the American product—rugged, powerful, and comfortable over rough roads. We see in the more recent models from Great Britain something approaching this standard. We observe some concrete evidence of the British manufacturers' determination to consider the needs of oversea motorists. And we welcome this change in attitude. Hitherto we have been asked to buy a car built specifically for conditions alien to ours. When we have criticized we have been told that the makers know best. So our money has gone into American cars.

Whether the optimist who names April or the economist who predicts the good times later in the year is right, it may be accepted that South Africa this year will absorb its full quota of new cars, and the indications are that Great Britain will show a distinct gain in volume on previous years.

NEW ZEALAND TRADE

HEAVY IMPORTING YEAR

(FROM OUR WELLINGTON CORRESPONDENT)

The year 1929 was characterized by exceptionally heavy motor importing in New Zealand. Vehicles of all classes imported numbered 29,146 with a total value of £4,279,324. These figures exceeded those for 1925—22,326 vehicles valued at £4,143,625—and were much greater than the two immediately preceding years, as the following table shows:—

TOTAL MOTOR-VEHICLE IMPORTS

—	No.	Value £
1927	13,104	2,035,536
1928	18,786	2,766,071
1929 (approximate)	29,146	4,279,324

It will be noted that the increase in numbers is relatively greater than the rise in value. In 1925 the average value of each vehicle was £185; in 1927, £155; in 1928, £147; and last year, £146. This movement is attributable to the sale of "baby" model cars, and in a measure to the marketing of a cheaper light truck. It shows the influence of price on sales in this market.

Heavy imports were anticipated last year in view of the fact that buying had not previously expanded in proportion to the prosperity experienced by the primary producing industries. The United Kingdom shared in the revival of trade, but the share was less than it should have been.

COMPARATIVE STATISTICS

The number and value of United Kingdom vehicles, and the percentage to the total imported, are given in the following table:—

UNITED KINGDOM

—	No.	Per cent. of total	Value £	Per cent. of total
1927 ..	2,544	19·41	563,143	27·67
1928 ..	2,768	14·73	589,195	21·30
1929 ..	4,569	15·67	852,977	19·93

An analysis of the imports according to principal countries of origin affords the following results:—

CARS AND CHASSIS PERCENTAGES

	United Kingdom		Canada		U.S.A.	
	No.	Value	No.	Value	No.	Value
1927. .	19.57	26.53	21.47	13.33	56.31	57.05
1928. .	14.32	19.74	28.98	23.88	55.90	55.20
1929. .	17.35	20.09	45.99	39.77	36.52	40.51

TRUCKS AND CHASSIS PERCENTAGES

	United Kingdom		Canada		U.S.A.	
	No.	Value	No.	Value	No.	Value
1927. .	18.62	32.69	30.81	14.66	49.79	51.30
1928. .	17.70	29.74	16.04	8.24	64.19	59.09
1929. .	8.90	19.28	39.22	27.39	51.73	52.89

The great advance made by Canada is accounted for by the fact that a popular car coming from that Dominion was not being produced during part of 1928, but was on the market again in full strength last year. Also some other lines became eligible for admission as Canadian. Great Britain made a slight gain in cars and chassis—principally through the popularity of the "baby" models, though there is also a demand, which may have its influence on the current year's figures, for the new sixes.

THE QUESTION OF PRICE

Commenting on a report that the British Government were interested in steps being taken to capture the car export trade, the *Radiator* (issued by the New Zealand Motor Trade Association) stated recently:—

> There is little doubt that England can now supply cars suitable for the requirements of New Zealand; and the combined action of the manufacturers and the British Government can do a great deal to assist in marketing and servicing the cars. The main difficulty, however, which must be met, is that of price, and until the English product can be sold at a price which is reasonably competitive it will be difficult to make any great headway. . . . To-day the American car predominates, and many people believe it can never be ousted, but we believe that once the English car was reinstated in public favour there would be an overwhelming preference for it, and in the course of time, which must be several years, it would again dominate the New Zealand market.

Some of the difficulties encountered in the sale of English cars were mentioned in the annual report of the British (United Kingdom) Manufacturers' Association of New Zealand. These included the greater assistance granted by American manufacturers to their distributors, making possible better advertising, more intensive marketing, and better servicing, and the attractive bodywork, which helps the American models to sell "on appearance." "From a mechanical point of view (the report added) English cars will not be a success on this market, generally speaking, unless they have more powerful engines and lower back axle ratios than are used in England. A few English manufacturers have recognized this condition, and have supplied special cars to this market which are now meeting with approval."

A regrettable feature of the year's business was that Great Britain fell heavily in the truck sales. More were sold (516 valued at £168,009 compared with 404 valued at £127,828 in 1928), but this gain was small in a market which imported 5,795 trucks, chassis and omnibuses of a value of £871,033, compared with 2,282 valued at £429,772 in the previous year. In omnibuses Great Britain made a gain, but her competitors outdistanced her completely in gains in the light truck trade. Price was the main factor. In this trade, as has been emphasized previously, first cost counts for much with many buyers.

For the current year it is probable that business will be slower than in the past 12 months. The heavy importing of last year is bound to have its effect, especially as lower produce prices have given a check to Dominion prosperity.

MOTOR TRANSPORT IN NEW ZEALAND

ROAD AND RAILWAY CO-ORDINATION

(FROM OUR WELLINGTON CORRESPONDENT)

Road transport in New Zealand long ago reached the stage of keen competition with the railway. The period is now approaching when the respective spheres of road and rail transport will be defined and cooperation substituted for wasteful duplication and competition. In briefly sketching the progress of road transport it is perhaps necessary to explain that New Zealand, when the motor age began, was not a wide rail-less country. The main lines of railway had long been in operation, and there were many branches feeding these arteries. In the Canterbury and Otago provinces, indeed, there was little scope for further development. Nevertheless there was pioneering work to be done in districts hitherto served by coach, by the settler's horse and cart, and by coastal steamer. These were the first motor transport routes to be opened.

Great impetus to road transport was given by the Main Highways improvement scheme instituted in 1922. This made national financial provision for improving and maintaining the arterial roads. By the irony of circumstance the author of this plan, Mr. Coates (then Reform Minister of Public Works), had later to grapple with the intensified competition when it became a problem for the national railways. He sought first to make the railways more efficient, but finally he was compelled to advocate other measures to provide co-ordination and check the inroads made by motors upon the profitable railway business.

PASSENGER SERVICES

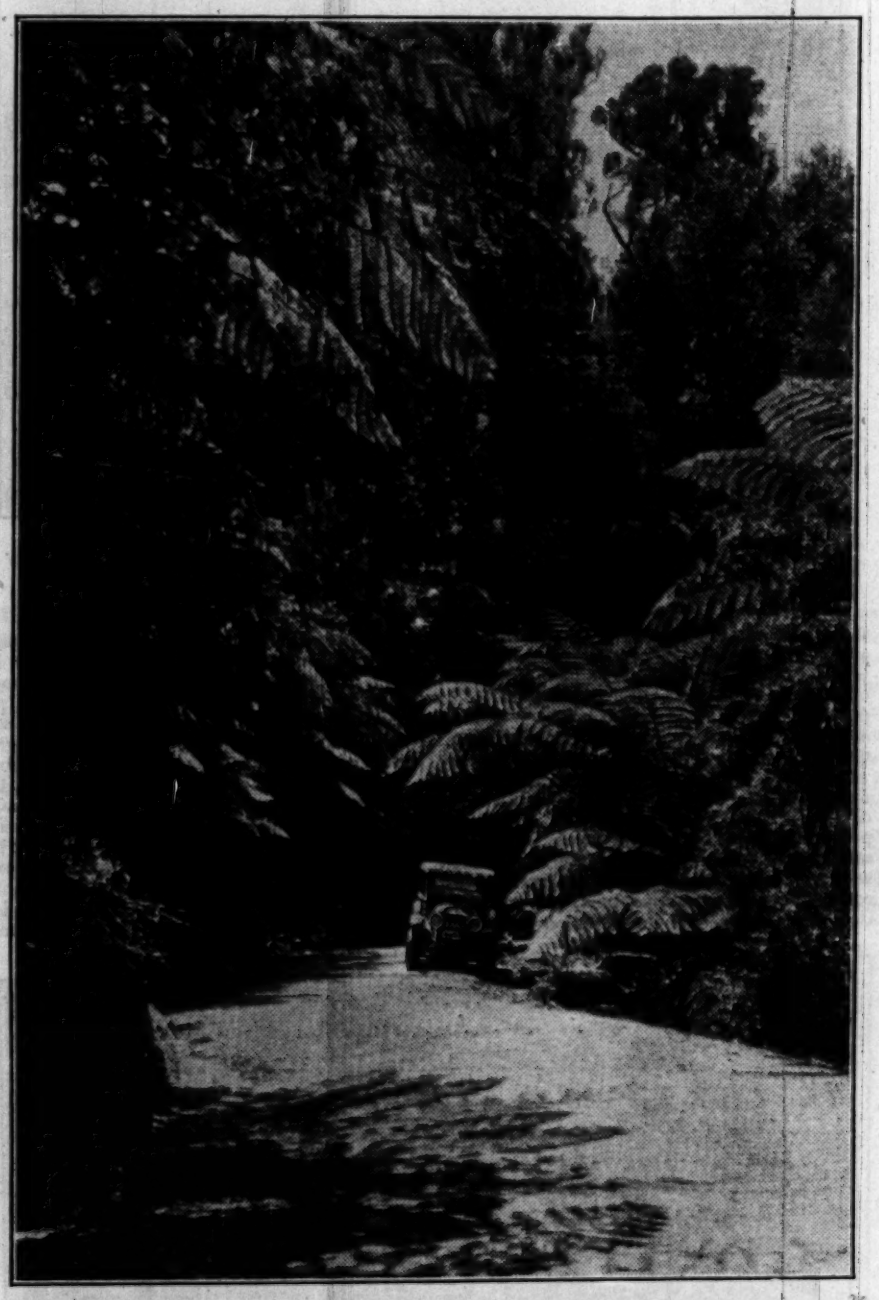
The motors took two classes of railway passenger traffic—suburban and long distance up to 120 miles. On the longer journeys the motors will probably gain little in the future. Their patrons will be tourists wishing to see the country on a new route. For such service motor transport is efficiently organized in two main associations with a network of routes from north to south. Together these organizations operate 1,400 cars and carry approximately 4,000,000 passengers annually. Their total annual mileage is estimated at 14,000,000. There is still room for development, but in future it will not be so much at the expense of the railways.

On the shorter routes, however, including the suburban runs and up to 30 or 40 miles, the omnibuses are likely to take more and more of the railway traffic. The Railway Department has recognized this possibility, and has itself entered the road transport field in three districts. In one it has substituted a road service for a branch railway, and in two it operates omnibuses, while retaining some train runs chiefly for the cheap-fare peak-load traffic. In the towns omnibus competition with the publicly-owned tramways is limited. It attained such considerable dimensions four years ago that the municipalities became alarmed, and obtained statutory authority to buy the private services and to bring all such traffic under a licensing system. The licensing authority was vested in the local councils (themselves usually operating a tramway system), and motor-omnibus development has since offered little competition to the tramways. Indeed it has been retarded, but there are signs of public impatience, and if the local authorities do not display greater enterprise in the use of motor transport there will be a keen demand that they should allow private enterprise more freedom to do so.

GOODS TRANSPORT

In goods transport the motors have not made progress equal to that shown in passenger services. They have secured some general merchandise freights where quick delivery from door to door has been an advantage, and also heavy goods freights where double expense of loading and unloading has been a handicap to the railways. Sample statistics collected by the Government in November, 1928, and July, 1929 (one month in the producing season and one in winter), show the following main items of freight carried on regular defined routes in the two months:—Wool, 8,300 tons; dairy produce, 14,700 tons; manures, 9,900 tons; coal, 10,900 tons; metal, stone, gravel, &c., 35,400 tons; general merchandise, 22,800 tons. Lately the railways have been regaining goods traffic, and it appears clear that, while the motor may be used more extensively in short-haul door-to-door traffic, it cannot pay road taxation and earn adequate profits in long haulage except for selected lines.

Motor transport can still be developed in its own field, and it is probable that legislation will shortly be passed directing it to that field. In his Budget speech last Session the Prime Minister (Sir Joseph Ward) discussed the possibility of using motor transport for feeding the main railway lines. He declared that no more branch railway lines should be constructed where a motor road could supply the service, and it was a matter for consideration whether the Government should not close existing branch lines which had been made obsolete by the motor. At the same time, he declared the Government's intention of taking steps to bring about co-ordination between road and rail transport services. Later, a Transport Bill was introduced to give effect to this intention by instituting a licensing system. That part of the Bill was opposed by the municipalities, jealous of their own licensing powers; but a Transport Department was established, and it will certainly make new proposals next Session. The motor interests supported last year's Bill, showing that they realize the need for some direction and control if road transport is not to receive a check through development on wasteful competitive instead of useful cooperative lines.



Motoring in the beautiful Rotorua district, New Zealand. The New Zealand lake country is a popular holiday centre.

MOTORING IN INDIA

STEADY DEVELOPMENT

(FROM A CORRESPONDENT)

The enormous distances to be covered in India and the growth of city populations make it impossible to overlook the advantages of motor travel.

To-day there are 151,000 motor-vehicles on the roads of India, Burma, and Ceylon, and, although the majority of these are used for commercial purposes, there is no lack of passenger cars in the larger cities. Indeed the most interesting development of the motor habit in India is the extent and quality of urban taxi facilities. The taxi-cabs in use in Bombay, for example, are far more luxurious than those of either London or Paris, due to strict municipal regulation.

The potential demand of India for motor-cars has, however, hardly been tapped, for the prosperous native trading classes are not yet convinced of the advantages of car-owning.

For years the motorist in India who goes far from his own door has had to be prepared for all emergencies. There are motor showrooms in the towns, some of them being the Indian headquarters of the manufacturers of the cars displayed; repair shops and accessory stores are at every street corner. But once out "into the blue," except for roadside "godowns," where petrol can be bought, flat tires, faulty ignition, and many other tribulations befall the motorist. This is one of the factors which have prevented India's demand for motor-cars from increasing more rapidly. In a country where one may travel 800 miles without reaching a town with a population of more than 500, where the difficult hill roads of the "ghats" and the heat of the plains provide a constant test of every car's fitness, the wider use of motor travelling depends, first, upon the provision of more and better roads, and, secondly, upon the existence of nation-wide service facilities.

BRITISH CARS

One of the reasons why there are comparatively few British cars in India—they total less than 20 per cent. of all cars imported into the country during the last five years—is the failure of British manufacturers to recognize the fact that the motoring development of India must be carried out, not in the cities, but on the roads. Too many important firms have been content merely to open show-rooms in the large centres to function as retail establishments, and to appoint dealers in other places. Spare parts and service, except in the headquarter town, have been given scant consideration.

The most important development in the Indian motor industry during the past year has been the beginning by an American organization of the first Indian motor-car assembly factory at Bombay. This company has built up a large organization of dealers throughout India, Burma, and Ceylon, and at each of these retail points provision is being made for repairs by qualified workmen and for adequate stocks of spare parts.

The increasing use of motor transport is of great value to India's agricultural industry. The light motor-truck, capable of performing eight times as many journeys as the bullock cart and carrying the same load, brings the land worker a larger yield from his labour. Nor is the new transport opposed to the interests of the railways. On the contrary, the motor-truck is being used to bring goods from outlying districts to the railhead and thus to act as a feeder to the railways. In the case of perishable goods this means the salvage of what was previously a dead loss. There is a great opportunity for contractors to handle this work, and it is not difficult to interest local business men in the enterprise.

OMNIBUS SERVICES

It is in passenger traffic, however, that the greatest change has come in India during the last few years. There are still thousands who travel for hundreds of miles on foot, walking steadily through the night when the air is cool and sleeping by day; but the omnibus is to be found nowadays on every road, crowded inside with 20 or more people and piled high on top with luggage. These omnibus services, maintained principally by private enterprise, link up village with village, while handsome charabanc-type coaches ply in the larger towns. Just as the Indian learned to use the train and the bicycle, so now he has taken to omnibus transport. Many of the ruling princes have encouraged motoring development. In addition to the purchase of luxury cars for themselves and their suites, some of them have promoted the use of passenger and goods vehicles in their territories.

Motor traffic is increasing the value of suburban property by bringing it, in effect, nearer to the cities. It is lowering demurrage and warehousing charges on commodities of all kinds by making possible faster delivery. It is helping enterprising men in the smaller towns to build up prosperous local businesses. Most important of all, it is enabling the villager to travel beyond his immediate locality and to mingle with other Indians speaking a different language and having a different religion.

BRITISH SIX-WHEEL VEHICLES

LAND DEVELOPMENT OVERSEA

SUCCESSFUL TRIAL JOURNEYS

(BY OUR COMMERCIAL MOTOR CORRESPONDENT)

The British six-wheeler has already begun to play an important part in the development of hitherto untapped or partly tapped areas abroad, and a number of pioneer journeys have been undertaken in Argentina, Brazil, Canada, Iraq, South Africa, and other parts of the world. It is not, of course, possible in this space to refer to the subject in detail, but I have chosen one or two pioneer journeys which have been made in recent times, rather than a description of established regular services, to illustrate the great possibilities of Empire development by the initial use of the six-wheeler.

A journey through Central and Northern Australia was organized by the Australian Government to penetrate the barren uninhabited waste of the North, in order to recover the bodies of the two airmen who were lost in attempting to find the "Southern Cross," which came to grief and was missing for some days soon after the start of its flight from Australia to London. A Thornycroft three-ton six-wheeler was put on the rail to the terminus at Alice Springs, Central Australia, whence it was driven overland along the regular Transcontinental North-South route to Newcastle Waters. Here the real dash across the desert began on the morning of June 6, with a 3½-ton load of fuel, water, provisions, and *personnel*. The surface at first was loose sand, which necessitated travelling in low gear almost continuously. Later it became a jungle of grass and scrub and porcupine spinifex, which caused the only delays, through punctured tires, until the objective was reached on June 13. The return journey, following the lorry's outward tracks, took only 2½ days. Then the vehicle returned to Alice Springs, where the bodies of the two airmen were put on the railway. The vehicle completed the journey without the slightest trouble. It had been believed that the bodies were beyond reach.

WINTER IN CANADA

A demonstration run of an "A 3" three-ton six-wheeler Thornycroft was arranged through the mining districts of Northern Ontario to show that motor transport with such a vehicle was possible in the winter. The Thornycroft left Montreal for the Government Forest Reserve country, 700 miles to the North-west. It made good progress over the first 400 miles before striking into the forest area, where the roads give way to trails. The next 100 miles, through deep snow, entailed 11 hours of hard driving. Farther on the trail was buried below five to six feet of snow, but eventually Timmins was reached. This place is a busy mining area. Hitherto dog teams and sleighs have been the only means of traversing the snow-bound trails. In spite of temperatures between 20 and 30 degrees below zero, the Thornycroft six-wheeler continued its way successfully. On one stretch of the return journey 21 abandoned cars and lorries were met with. Three of these, which were ditched and undamaged, were rescued by the six-wheeler and one was towed for nine miles to a spot where it could be housed for the winter. The whole trip occupied nearly three weeks and totalled about 2,000 miles. It is stated that the engine never boiled and that no mechanical adjustment was necessary except the changing of one sparking plug, although about 600 miles were done through the auxiliary gearbox. The officials of the various companies to whom the vehicle was demonstrated were convinced that here was a means of transport all the year round, in place of the American four-wheelers, which can only be used for about four months in the year. Another successful demonstration on a similar vehicle was previously made through the lumber districts of Canada when the roads were under deep mud.

THE KALAHARI DESERT

An attempt was made, after a failure by vehicles unsuitable for the difficult conditions, by a Thornycroft three-ton six-wheeler with a six-cylinder engine and specially large Dunlop tires to cross the Kalahari Desert. The main object of the run, which was organized jointly by the Rhodesian Government and the Bechuanaland Protectorate, was to survey the possible route for a new railway to connect Rhodesia with Walvis Bay. There were other possibilities in exploring this almost unknown district, which some agricultural authorities believe could be formed with modern irrigation into an area more productive than land in Egypt. Throughout the journey of 600 miles there was no opportunity of replenishing water supplies, and therefore special precautions were taken to keep the engine cool. The lorry began the journey with a reserve of 40 gallons of water, 300 gallons of petrol, and the necessary luggage and provisions for four weeks, which meant an overload of nearly two tons. Except for one puncture the tour was completed without a single involuntary stoppage, in spite of extremes of temperature ranging from several degrees below zero at night to tropical heat by day. The tour was equally successful officially, and the survey party were able to obtain the information they required to further the plans for the commercial development of this barren territory.

It is also of interest to note that the South African Railways have extended their regular road motor services to a mileage exceeding 10,000 and their fleet of Thornycrofts to over 400 vehicles, most of which are of the three and five ton six-wheeler types. Some of the vehicles are running regularly to points 200 miles beyond the railways into districts which are roadless and have hitherto been entirely dependent upon animal transport. The Argentine North-Eastern Railway have decided to inaugurate road motor services in conjunction with their railways and have ordered several types of Thornycroft six-wheelers.

A GAS PRODUCER TEST

There is a definite demand in oversea countries for a saleable gas producer vehicle. Guy Motors have undertaken a good deal of experimental work which has resulted in the production of a Guy chassis which runs on producer gas. The apparatus must provide a clean, dry, dust-free gas which will allow the engine to run for long periods without decarbonization, while the action of the producer must be as automatic as possible, so that the control of the vehicle calls for the least skill. The Empire Cotton Growing Corporation have one of these Guy vehicles in Nigeria, and the following interesting details refer to a test which was carried out early in 1929. The trial comprised 202·1 miles with a trailer and 81·5 miles without a trailer, the lorry being laden with three tons for 40·74 miles and for an equal distance with four tons. It is stated that the six-wheeled lorry pulled well with the trailer, but the engine governor limited the speed to 20 miles an hour.

On hills the track and the trailer made it necessary soon to change to a lower gear, but it was found that by changing down to first gear in good time a hill could be climbed more rapidly than by hanging on to third or second. On the cross-country test the route comprised very rough roads, sandy and muddy tracks, heather, gorse, and grass. Here the vehicle ran 419·5 miles, of which 136·8 were with the trailer and 282·7 without. The vehicle performed well, but with the trailer it was necessary to use the emergency low gear to climb a number of the steepest hills on the cross-country course. The lorry became ditched in boggy ground, but after the trailer had been unhooked it was able to extricate itself under its own power. A gradient of 1 in 5 was climbed on a grassy slope without the trailer and on a 1 in 4½ gradient the six-wheeler was driven three-quarters of the way up, when it came to rest owing to the wheels becoming locked in loose ruts. After reversing into a more favourable position, however, the climb was completed on the same gradient. It is stated that when pulling hard in first gear in deep sand there was no overheating, the highest radiator temperature being 149deg. F., and that after 539 miles the sparking plugs were examined, but cleaning was not necessary. The cylinder heads, induction and exhaust pipes, and the valves were dismantled for inspection. The total weight of deposit on the cylinder heads was 168 grains, while the induction and exhaust pipes were found to be quite clean.

ROUGH ROADS IN NATAL

In another severe test of a Guy five-ton six-wheeler in South Africa the vehicle left Durban at 4.30 p.m. for a demonstration to be given over a circular route through Maritzburg, Greytown, Tugela, Dundee, Babanango, and back to Durban, with an overload of ¾ ton. The road to Maritzburg is very hilly for the first 30 miles, but the surface is good. After Inchanga the country is more level, Polly Shorts Hill being the only really big climb in the section. The first 56 miles were covered in three hours three minutes, compared with three hours six minutes taken by the regular 20-seater express motor-coach. Electric lamps had to be used for the last half of the journey. An early start was made the following morning. The road was particularly trying, the surface being bad, with deep sand, long, heavy gradients, and great masses of loose stones. Leaving Maritzburg at 9.30 a.m. a long climb, known as Red Hill, was begun, but this was climbed successfully on second. After 7½ miles of steady climbing the road became undulating, but presented no difficulties except a loose, rough surface, deeply coated with red dust, the vehicle leaving behind it a cloud a mile long and as thick as a London fog. The 46 miles between Maritzburg and Greytown were covered in two hours 37 minutes—a good performance. Greytown was left at 2 p.m., and a really hard section was entered on. To make matters worse, it was an extremely hot, still afternoon, and the 19 miles between Greytown and Keats Drift consisted of almost continuous climbing over loose, rough stones, steep inclines, and sharp bends.

There followed mile after mile of hard work through giant cactus in full bloom and growing straight out of the parched earth and stones. The top of the pass was successfully reached. After negotiating Keats Drift a range of hills had to be crossed, and a climb of several miles proved worse than the previous one, terminating in a long stretch of gradient so steep that only first gear could be used. This was the first time that the hill had been scaled by any car or lorry. The worst grade is said to be 1 in 3.5. Then followed several miles down hill into the plain through which the Tugela flows. The river had to be crossed on a punt, and this caused delay.

Next morning the six-wheeler was driven from Dundee to Vryheid. This was the fastest run of the trip, the 52 miles being covered in two hours 22 minutes. After a delay at Vryheid there was a rough and difficult journey of 61 miles over the Zululand border to Babanango. On the fourth and last day of the demonstration an early start was made, 37 miles of mountainous country between Babanango and Melmoth being covered before breakfast, after which the roads were better through the heart of Zululand, past the home of Dinizulu, the last of the Zulu kings, through Eshowe, Ginginhlovu ("Elephant's Ear"), Amatikulu ("Big Stream"), and on the Tugela river again, but this time much nearer the coast. The vehicle passed through Stanger and miles of sugar cane—in fact, the road is bordered almost continuously by sugar farms from Eshowe to Durban, a distance of 93 miles. On Compensation Flats a side-slipping test was carried out, which consisted of swerving about on a tarred road at fairly high speed, but there was no sign of side-slip. After a steady run of 30 miles without incident the vehicle got back to Durban, the running time from Eshowe to Durban being four hours 35 minutes.

Albion rigid six-wheelers are being much used, and last September the Government of India ordered 223 to the value of over £250,000. This make of six-wheeler is also used by the King's African Rifles on the Abyssinian frontier, where the conditions are very arduous. An example of a four-ton six-wheeler doing good work oversea is a machine in New South Wales which is run regularly between Sydney and Forbes, a distance of 300 miles up country. The return journey takes about four days, and the cab contains a sleeping bunk for the driver. The route is a difficult one, as it traverses the Blue Mountains, which rise to heights of over 4,000ft.

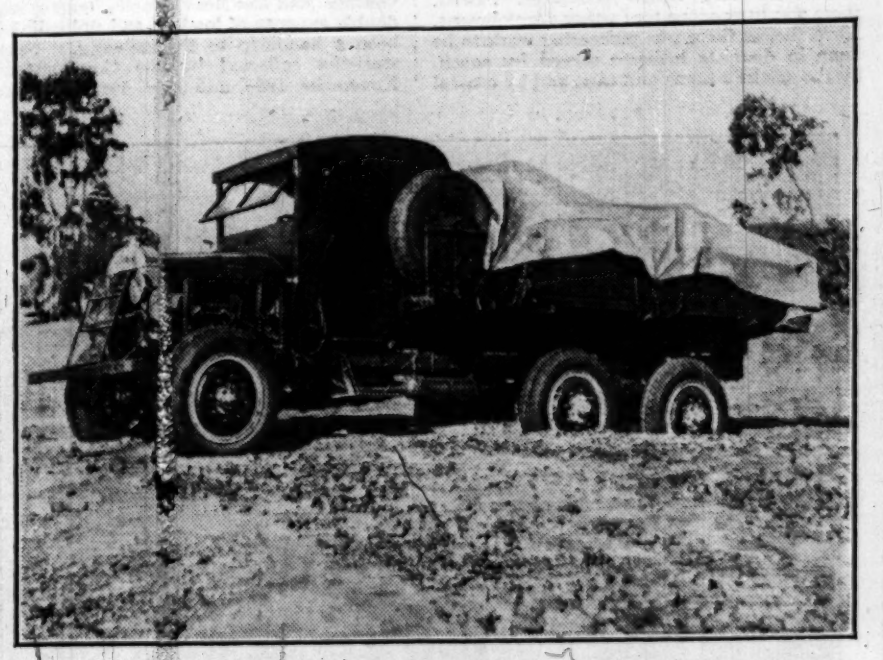
CROSSING THE ANDES

An interesting instance of a new country being opened up by British motor-vehicles is the crossing of the Andes by a Morris-Commercial six-wheeler. For centuries mules, llamas, donkeys, and horses were the only means of conveying passengers and goods between the city of Riobamba and Guaranda. The old pack trail has been widened a few feet, but the gradients have not been altered and the hairpin bends are just as close. Only about £100 a kilometre, which included expenditure on masonry here and there for bridges, has been spent on the conversion. After conducting extensive tests of the Morris-Commercial near Quito, before the President of the Republic and the Minister of Public Works, the Director-General of Public Works tried a service with a Morris-Commercial six-wheeler. The trip is stated to have been made without stop or hitch, and now, whatever the road or weather conditions, the Morris-Commercial takes 12 passengers and 10cwt. of goods nearly every journey and gets over the mountain road without chains. Riobamba is at an elevation of 2,700 metres and Guaranda 2,000, but in between these two towns are the Andes, while the La Cima Pass is 4,200 metres above sea level. The road leaves Riobamba and runs more or less level to the village of San Juan, 20 kilometres distant; then it begins to rise, and La Cima is reached in eight kilometres, the road having risen about 1,500 metres. This means an average gradient of about 20 per cent., with here and there stretches of 30 per cent., especially at the bends.

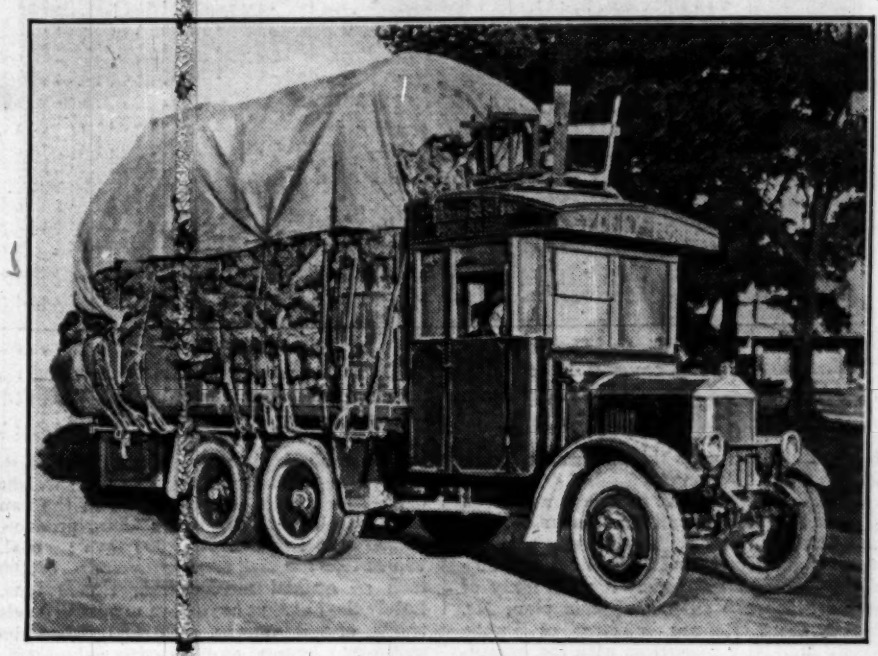
From the Pass the run down to Guaranda, some 2,000 metres, is effected in about 30 kilometres. It is stated that the Morris-Commercial did not overheat or stall, that there was no skidding or side-slip, and that, with the engine running in gear, the brakes were hardly used. The report also states that at the bends, where it was necessary to reverse to get round, the hand brake held easily and the double gears allowed the standing starts without any difficulty. With chains, the omnibus was put over all sorts of obstacles which were successfully overcome. The average time for the trip is five hours, including stops, as compared with 24, not including stops, for mule or horse transport. The distance is only 60 kilometres, but the gradients are very severe.

IN NORTH CHINA

In April last year a Morris-Commercial six-wheeler ascended the rock-strewn Nan Kau Pass, the outlet from North China into Mongolia, along which countless caravans have journeyed. The party reached the gate of the Great Wall and returned the same day to Peking. This was strictly a pioneer expedition, for hitherto no petrol-driven vehicle had attained the summit of this difficult pass without being unloaded and man-handled. Another noteworthy journey by a vehicle of the same make was the ascent of bleak mountains in the heart of Bulgaria to the rich copper mines in very inaccessible places on their summits. With the help of pick and shovel a six-wheeler lorry succeeded in reaching one of these mines, and thus "blazed a trail" which has since been opened and made fit for the transport of the ore by a means more rapid and economical than pack mules. Towards the end of 1929 an exploration party set out from England with two Morris-Commercial trucks to discover a route over the Andes from the little town of Eucalyptus, in Bolivia, to Quimé, on the other side of the 17,000ft. range. The party found a mountain road with numerous hairpin bends, sheer and unguarded precipices, landslides, and wash-outs. After ascending gradually for 45 miles to an altitude of 5,000ft., they found themselves faced with 20 miles of desert country culminating in a steep range leading on to a higher plateau some 15 miles in extent and interspersed with difficult and dangerous gradients. The descent, somewhat more abrupt than the long climb, was made without incident, and the expedition came suddenly upon the lights of Pongo, 1,500ft. below. Here they learnt that heavy rains had completely washed away the road to Quimé. They had, however, achieved their main object.



The Thornycroft six-wheeler mentioned in the article on this page on its journey through Central Australia.



A 30/45 h.p. four-ton six-wheeler Albion Lorry, which runs regularly between Sydney and Forbes, a distance of 300 miles.

GEARING AND GEAR CHANGING

IMPROVED GEAR-BOXES

AUTOMATIC ACTION

(BY OUR MOTORING CORRESPONDENT)

There are definite signs that, after 30 years or more, a real advance is being made in gearing and gear changing on motor vehicles. Detail improvements have, of course, taken place from time to time during that period, but the principle which was used by Levassor over 30 years ago is applied to-day to the great majority of cars and commercial vehicles made throughout the world. I believe, however, that material development is about to take place, and on a fairly wide scale, but innovation must necessarily be slow in the early stages. Many vehicle manufacturers, both at home and abroad, are undertaking research and making tests with special forms of gearing with the object of providing a gearbox which will call for less skill in use, and some with the desirable aim of supplying the driver with a gear which is half-automatic in action. For a long time the four-speed gearbox has been advocated in *The Times*, and its wide adoption has been noticeable in this country and on the Continent for the past two or three years. Its use has continued to increase, and with few exceptions, at any rate in the case of British productions, the three-speed box is now confined to the smallest and most inexpensive models. Until 18 months ago the American motor-designer scouted the idea of a fourth speed, and it is significant that to-day, in a country like the United States where motoring is merely a means of conveyance and in no sense a pastime or a form of travel in which individual enjoyment can be derived from the machine itself, the four-speed box is being seriously taken up by motor manufacturers.

CONSTANT MESH WHEELS

With the four-speed box there is the greater reason for the installation of a system which gives more quietness in running and increased simplicity in management. It is a curious fact that in motor engineering progress often depends on the revival of an old idea brought up to date. This can be seen in a number of parts of the mechanism of the average car or commercial vehicle of to-day, and some of the most modern gearing comprises what are known as constant mesh wheels—that is, gear wheels which are always in mesh while the necessary connexion is made by other means, such as dog-clutches and similar devices. Constant or permanent mesh gear wheels are almost as old as the motor itself. At the present time the most general effort which is being made to improve the gearbox is towards the provision of a quiet third speed, with an easy change between third and top and top and third. A British firm engaged in the production of high-class small and medium-powered cars adopted this method two or three years ago, and it has now been copied in principle by other manufacturers. Constant mesh helical wheels for third speed ensure a silent third, and with a fairly close ratio between third and top changes between these speeds are greatly facilitated. Another constructional plan is to use internal gears. The gearboxes have been given names such as "silent third," "twin top," and "alternative top." A further plan, to make changes easier by getting the wheels to be meshed more quickly approximated in speed, is to use small clutches in the gearbox. These arrangements undoubtedly show progress and are in the right direction, but since they are a compromise they cannot be said to solve the problem.

THE NEW GEAR LEVER

A step further is shown in a four-speed gearbox employed on a make of British car. In place of the ordinary speed lever, which of course takes up a certain amount of room, a small dial is fitted on the top of the steering wheel, in which a finger and thumb lever moves. This dial has marked on it the various gear positions, and the lever can be moved freely throughout the range from high to neutral, but clicks in any of the set positions. There is a small button on the end of the lever to act as a catch for reverse. This lever is called the pre-selection lever because by its use the gears are chosen and set in advance. Nothing happens after a selection has been made until a pedal, corresponding to the ordinary clutch pedal, is fully depressed and released. Then the ratio which has been chosen comes into use. The flywheel does not contain a clutch, but merely connects the gearbox with a jointed shaft. On first, second, third, and reverse the gears are epicyclic and worked by contracting bands, while for top there is a cone clutch. Quietness and simplicity are gained by this arrangement, and since the left-hand pedal will provide an ordinary clutch action the driver is not called upon to do anything out of the normal if he wishes to pull up the car in an emergency.

Another invention, which is French but may justifiably be mentioned in this Number, since it is being tried out by three British car manufacturers, is one in which constant mesh gears are used throughout with separate magnetic plate clutches. The whole can be constructed separately or as a unit with the engine, and it runs in a bath of oil, with a forced system if desired. To change from one speed to another it is only necessary to move a small lever on the steering wheel without

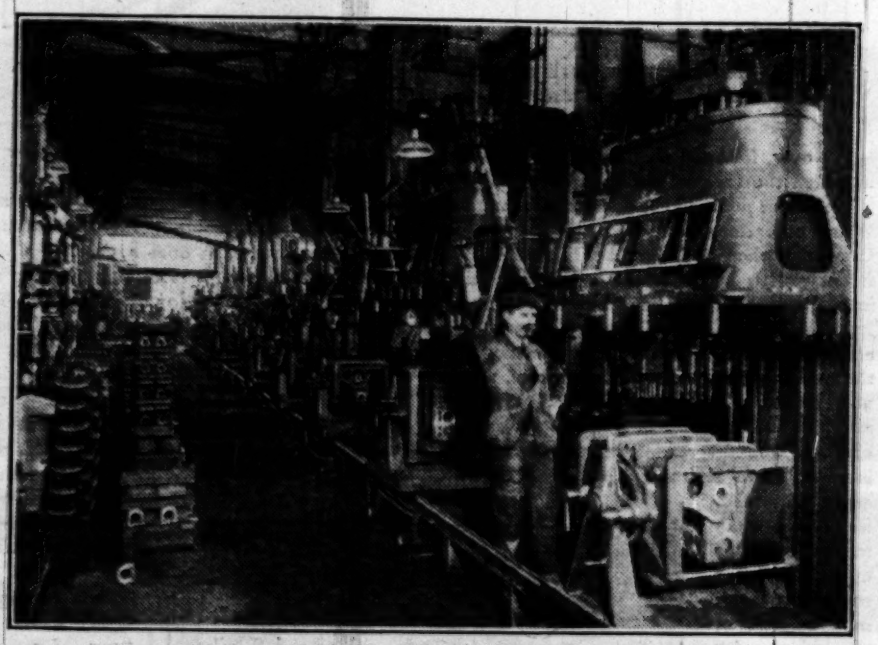
(*Continued at foot of next column*)

MORRIS COMMERCIAL VEHICLES

MODERN METHODS OF PRODUCTION

(FROM A CORRESPONDENT)

About six years ago Sir William Morris, with the object of embarking on the manufacture of commercial motor vehicles, took over the premises and plant of Messrs. Wrigley and Co. in Foundry-lane, Soho, Birmingham, close to what was formerly the famous Soho factory of Boulton and Watt. At that time the factory contained some 200 machines designed for the production of motor-car components, and it found employment for little more than 350 people.



Multiple-drilling machines in the Morris Commercial works at Birmingham, which are equipped with the most up-to-date machinery.

When it first started on its new career in May, 1924, it managed to turn out four trucks in a fortnight, but by the end of that month its weekly output was 26 and by the early autumn had reached 150, its total output in the first year being about 5,500 vehicles.

Since then rapid strides have been made. New buildings have been erected, the number of machines has increased sixfold, and the employees have grown to 2,620, until the output capacity has become 500 a week, and this factory of Morris Commercial Cars, Limited, can claim to rank as the largest

Testing a Morris Commercial six-wheeler over concrete blocks. The flexibility of the four-wheel drive and of the steering wheels will be noticed.

in Europe devoted to the manufacture of commercial motor vehicles. As the result of its work over 40,000 Morris Commercial vehicles are running on the roads of this country and 10,000 more have been exported to nearly every country in the world. Of the orders it has in hand, those on Government account alone, for vehicles intended for use in this country and in India, exceed a value of £500,000. Nor has the factory yet reached the limit of its size. On the site at Soho there is ample room for further expansion, and plans are ready for the erection of more buildings and for other improvements, such as the construction of a line to link up the works with the Great Western Railway. In addition, Sir William Morris and his staff are engaged in completing the equipment of another great factory at Adderley Park, Birmingham, for the manufacture of large passenger vehicles and heavy lorries ranging from 2½ to 10 tons. These new works are expected to be in full production by the end of this year. The works at Soho, together with the body works at West Bromwich, occupy an area of about 40 acres, with an available floor space of over a million square feet.

SIX-WHEELED CHASSIS

The activities of the factory at Soho are devoted to the lighter kinds of commercial vehicle, such as vans and trucks with capacities ranging from 12cwt. up to two tons, fire-engines, ambulances, refuse-collectors, taxicabs, tractors and horse-boxes—or perhaps it should rather be said, since the bodies are made in the works at West Bromwich, to the manufacture of chassis suitable for these different vehicles. Of four-wheeled chassis, in addition to that for the 12cwt. van, there are three main types—the one-tonner with a wheelbase of 10ft. 2in. and an overall length of 13ft. 7in., the 30cwt. (wheelbase 10ft. 8in., overall length 14ft. 11in.), and the 35/40cwt. (wheelbase 11ft 0in., overall length 16ft. 1¼in.). Of six-wheel chassis there are two sizes—one, the 30cwt., having a wheelbase of 10ft. 2in. (to centre of rear bogie) and an overall length of 15ft. 3in., and the other, the two-ton, a wheelbase of 12ft. and an overall length of 17ft. 1in.

These six-wheeled chassis are of the rigid frame type, and their great advantage is that they are not limited to made roads but are able to travel easily and quickly over virgin ground in rough and undeveloped country. At all times, whether on an ordinary hard road or on soft and uneven soil, the four rear wheels take a share of the drive and load. The coefficient of adhesion is thus greatly in excess of that of the ordinary four-wheel truck, and the load-supporting capacity on soft ground is increased, with reduction of the possibility of wheel sinkage. Both the rear axles can move independently of each other and of the frame, so that each wheel on either of the axles can be at least 6in. higher than the corresponding wheel on the same axle, and either of the axles can be more than 8in. above the other. During these movements the frame remains in its normal position relative to the ground, and escapes stresses to which it might otherwise be subjected, while the wheels do not normally leave the ground and when travelling over rough country simply ride over obstacles without transmitting any undue shocks to the frame and vehicle as a whole.

ENGINE AND GEARBOX

In these various types of chassis engines of several different sizes are fitted, but only one—that of 15.9 h.p. by Treasury rating—is made at Soho, the others being obtained from the Morris engine works at Coventry. This engine, which is used in the 30cwt., 35-40cwt., and six-wheeled chassis, has four cylinders cast monobloc and integral with the crank case. The bore is 80mm. and the stroke 125mm., the cubic capacity being 2,513 c.c., and the power developed is said to be 35 h.p. on the brake at 2,500 r.p.m. The cylinder head is detachable and the valves are arranged side by side. The engine is lubricated by a plunger pump driven from the camshaft, which delivers oil under pressure to the bearings and timing wheels, the cylinder walls being oiled by splash. The circulation of the water through the film-type radiator is assisted by a water-pump impeller in the cylinder-head, and there is a four-bladed fan driven by a flat fabric belt from a pulley on the camshaft, a jockey pulley preventing slip. The gearbox is in unit construction with the engine and single dry plate clutch, and gives four speeds forward and one reverse. In the six-wheeled chassis eight speeds forward and two in reverse are available, thanks to an auxiliary gearbox bolted to the back of the main one.

Fitted in the 30cwt. truck, which its makers describe as the "Middleweight Champion of the World," this engine is stated to give the fully loaded vehicle a speed up to 45 miles an hour and enable it to climb gradients of 1 in 2½.

MAINTENANCE OF QUALITY

Apart from electrical equipment, instruments, tires, and certain other parts which are obtained from outside sources, the manufacturing operations by which steel and other raw materials are converted into finished chassis are carried out within the Soho factory, and it follows that adequate arrangements must be made for storing these materials and for seeing that sufficient stocks are always on hand to meet the requirements of the works from hour to hour. But not less important than the maintenance of steady supplies is the maintenance of quality. For this purpose constant vigilance and inspection are necessary, and accordingly an essential part of the organization are the laboratories where chemical and mechanical tests are made on samples of the various materials to see that they are up to the required standard, failure to pass the tests meaning rejection of the batch. Iron castings, such as those from which the cylinders are made, undergo, after their reception—there is no foundry at Soho—a preliminary process of another character, in that by means of a very slowly moving conveyor they are taken through baths of acid and caustic soda to remove any adherent scale or sand.

Materials that pass the tests satisfactorily go forward in due course to the machine shops to be fashioned into the multifarious parts that make up the complete chassis. The machining operations are mainly, though not entirely, concentrated in a large building of four floors. Generally speaking, the third storey is devoted to the assembly of engines and gearboxes, the second to the machining and assembly of rear axles and the production of camshafts and fly-wheels, and the first to the machining of gearboxes, while on the ground floor are the heavy machine shops and the heat-treatment plant. Where possible the machine tools are of British manufacture, but for some purposes no suitable type is produced in this country and it has been necessary to purchase abroad, while in one or two cases the machines have been made in the works themselves.

FACTORY OPERATIONS

Many interesting operations attract the notice of the visitor. He may, for instance, see one machine which drills 36 holes in one operation, and another which bores four cylinders simultaneously. Another turns a crankshaft in a single operation, and another machines the four crank-pins in a minute and a half. One feature indicative of the care taken in manufacture is a sound-proof room in which the gears are tested to ensure that they run quietly. All the swarf and metal cuttings from the machine tools are collected and sent down a shoot to the ground, where they are put into a centrifuge which recovers the oil mixed with them.

The chassis assembling lines, three in number, are on the ground floor. Here all the various components are brought together from the different machine shops and arranged in orderly sequence ready to be fixed in place successively. The bare steel frame of the chassis starts at one end of the line and as it progresses towards the other receives axles and springs, wheels (which, fitted with their tires, come down an inclined runway, dividing right and left), steering column, engine and gearbox unit, dashboard, radiator, mudguards, and all the rest until it is complete and ready to run off on its own power. All its component parts have already been tested individually as they passed through the shops, but now it is tested as a complete unit, weights being added to represent the load it will have to carry on service. This test satisfactorily passed, it goes to be fitted with its body, and then is ready for its work on the road.

interrupting the acceleration, and the clutch can be dispensed with in so far as changing gear is concerned once the vehicle is in motion. Quietness, a positive mechanical drive, direct and immediate control by the driver with one movement only, a voluntary free-wheel position, and easy braking of the engine are among the advantages claimed for this design.

Mention must also be made of free-wheel devices, although at present motor-users appear to be rather shy of them, as cyclists were when the free wheel was first brought in for bicycles. Here gear changing, with a slight difference in procedure, is simplified, and noiseless changes from any one forward gear to another can be made by the novice.

A GREAT BRITISH ENTERPRISE

GROWTH OF THE FIRM OF SINGER

FROM HIGH BICYCLE TO MODERN CAR

(FROM A CORRESPONDENT)

For more than 50 years the name of Singer has been associated with the production of machines for travelling on the roads without the aid of horses. Apart from the abortive efforts made by men like Hancock and Goldsworthy Gurney about a century ago to run steam-propelled coaches on the highways, the first serious machines of this kind, which may be regarded as the descendants of the primitive hobby-horse, were the high "Penny farthing" bicycles, with a large wheel about 5ft. in diameter in front and a diminutive trailing wheel behind. Seated astride of the backbone connecting these two wheels and placed as nearly as possible directly over the pedals by which he turned the large wheel, the driver was in a position of rather uncertain equilibrium and liable, if he was not careful, to be pitched over the handlebars. One way in which it was sought to increase his security was to arrange his seat farther back and still keep him over his work by placing the pedals farther back also and employing some system of levers or gearing to drive the front wheel. It was a machine of this kind which George Singer, who in 1876 had begun the manufacture of bicycles in Coventry, put upon the market in 1879 under the name of "Xtraordinary." By this time the "safety," with two more or less equal wheels, the rear one of which was driven by a belt or chain from pedals placed between them, had been invented, and in the next decade or two gradually ousted the high "ordinary."

THE FIRST MOTOR-CYCLE

With the coming of the petrol engine it was an obvious idea to apply power to the propulsion of the new type, and Singer was one of the pioneers of this development. In the first years of the present century his firm produced a motor-cycle which presented several interesting features of design. The engine was mounted, not between the wheels, but actually in the rear (occasionally the front) wheel, which originally was of aluminium with aluminium spokes, but later had dished spokes on one side only—something like the modern disk wheel in vertical cross-section—to render the engine readily accessible. There was an anticipation of later practice in the fitting of roller bearings to the engine, and the ignition was by low-tension magneto, the armatures rocking to and fro instead of making a complete revolution, and the make-and-break being inside the cylinder. A few years later when the high-tension magneto became available it was adopted, and with the engine slung between the two wheels the lay-out of the Singer motor-cycle became sensibly like that which is orthodox to-day.

THE LIGHT CAR

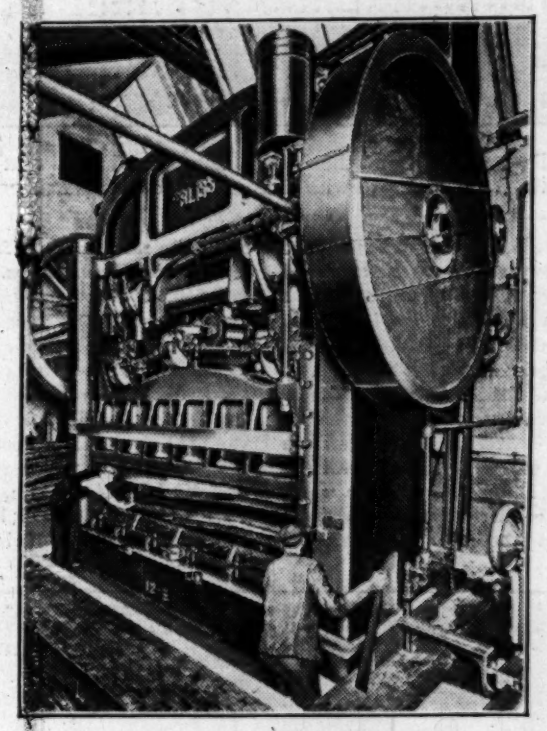
A three-wheeled passenger vehicle, or tricar, next made its appearance, but it was soon evident that this type was not going to satisfy the requirements of the motoring public, and it was quickly followed by a four-wheeled design. By 1909 four types of Singer car were on the roads, with powers ranging from 7.9 to 24.8 h.p. and an engine with two cylinders in the smallest and with three cylinders in the other models. In that year, too, the present firm of Singer and Co., Limited, was formed with a capital of £50,100, to take over the business which had originally been registered in 1896 under the title of Singer Cycle Company. The first dividend, of 10 per cent., was paid for the financial year 1913-14, and probably it may fairly be attributed to the successful introduction of a light car, which was first exhibited at the Olympia Show of 1912. This vehicle represented an effort to produce a car which should offer the appeal of the large car and embody such of its constructional features as were possible and desirable, but should cost much less both to buy and to run, and it was notable in having a high-speed 4-cylinder engine with a bore of 63mm. and a stroke of 88m.—a departure from the "square" engine which was chiefly in vogue at that time.

During the years of the War still higher dividends were paid, and after it was over the company entered upon an era of rapid expansion. In the year 1920 three acres were added to its original works in Coventry by the absorption of the Coventry Premier Company. A couple of years later three acres more were acquired from the Coventry Repetition Company, and in 1925 the works of the Sparkbrook Manufacturing Company were

The moving assembly track at the Birmingham works of the Singer Company. Modern factory plant results in greater efficiency and lower production costs.

taken over, followed shortly by the premises in which the Callcott cars had been made.

Up to this point all the company's manufacturing operations had been carried on in Coventry, where it had, and still has, five different works; but in 1927 saw a bold incursion into Birmingham, when by occupying a huge factory which the Daimler Company had erected at Small Heath it more than doubled the manufacturing area at its disposal, which now amounts in all to some 44 acres of covered floor space. Meanwhile its capital had been steadily growing, largely through the issue of bonus shares. Thus in 1917, and again in 1920, its shareholders received a bonus of one share for each share held, in 1925 one of one share for every three held, in 1926 one for every four held, and in 1927 one of five shares for every six held, the last being issued at a premium of £1 15s. 6d. At present its paid-up share capital amounts to £999,933, made up of £666,760 in Ordinary £1 shares (out of £1,000,000 authorized) and £333,173 in 7 per cent. Cumulative Preference £1 shares (out of £500,000 authorized), which were issued in September, 1928, as a bonus out of reserves in the proportion of one for every two Ordinary shares held.



A single action press turning out chassis members for Singer Cars at the rate of five a minute.

The Small Heath site fronts the Coventry road, from which it is separated by a broad strip of grass lawn—not a common adjunct to factories in the city of Birmingham—and an indication of its size is given by the fact that the test track for cars which encircles it has a length of five-eighths of a mile. Many of the buildings that stand upon it are of the ordinary single-floor ridge roof factory type, but it is dominated by a great block which rises to a height of 72ft. and has six floors. Rectangular in shape, this measures 320ft. by 220ft., and is built round a central well, 200ft. by 100ft., which ensures good lighting to all the shops from every side. The curious in statistics may be interested to learn that its windows contain 26,160 panes of glass, and that two men going round them systematically manage to clean each once a year.

The three upper floors of this building are allocated to the production of car bodies. The top or fifth floor is occupied by the paint shops and is equipped with an up-to-date plant on American lines for spraying-on the cellulose enamels and varnishes which are used exclusively. The solvents of these preparations being extremely inflammable, the strictest precautions against fire are observed, and indeed the fire risk was one of the reasons which dictated the choice of this comparatively remote floor for the paint department. Each body here undergoes 42 different processes, requiring an average working time of 30 hours. On the fourth floor the interior trimmings of the bodies are cut out, prepared and fixed in position, and such things as windows, windscreens and seat fittings are added, so that the bodies leave with their detail finishing complete, ready to be mounted on the chassis. The body making and assembly shops are on the third floor. Only wooden, not metal, frames are used, and are built up in jigs from the various component pieces which in the wood-working shops on the ground floor are cut to shape so accurately that little remains to be done beyond fastening them together with wood screws. On completion the wooden frames are panelled with sheeting of nearly pure aluminium.

The second floor of the multi-storey building houses the axle and steering column shops, and there is also a capstan and automatic section for small parts. The general machine shops are on the first floor, and the portion of the ground floor that is not occupied by the wood-working plant contains the general receiving stores, from which material is distributed to sectional stores on the different floors.

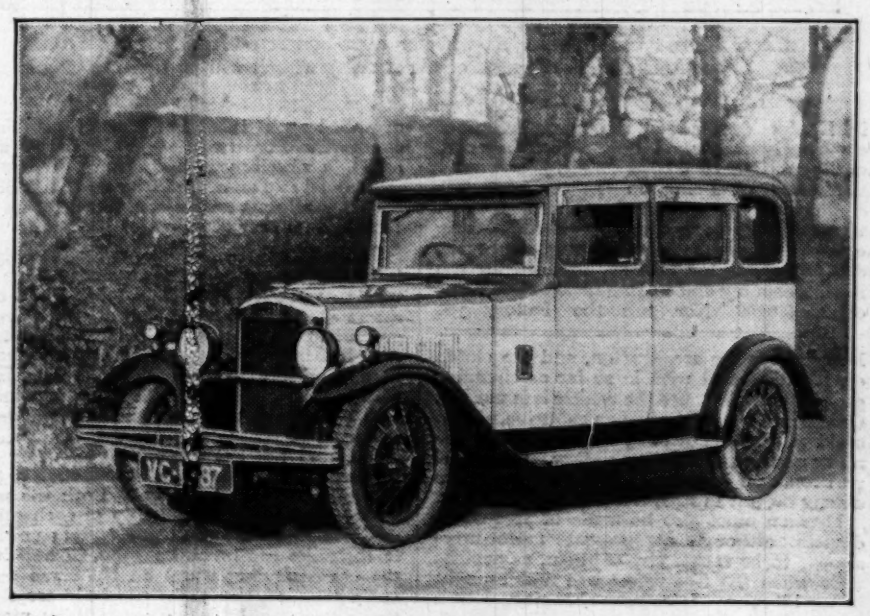
The single-storey buildings are used for assembling the chassis. The various components are brought to definite points along a slow-moving power-driven assembly line 240ft. in length, and the chassis, beginning as simple steel frames, travel in a continuous stream along the line, to be fitted each in turn with a particular component as they pass a particular point, until at the end they are complete and ready to receive their bodies. These buildings also provide space for miscellaneous purposes, such as storing and dispatching cars, as well as a service station. When bare chassis, without bodies, have to be exported to oversea purchasers who, as often happens, prefer to make bodies for themselves, it is remarkable how compactly they are stowed. A batch of four is dismantled, and the components, except the engines, are packed into a wooden case not as large as a single complete car, those belonging to each of the four being distinguished by dabs of paint of different colours. The engines are packed in a separate case.

DISTRIBUTION OF WORK

The works at Small Heath are essentially the birthplace of the Junior four-cylinder car, but not all of its parts are made there. While the Singer firm prides itself on the extent to which it is self-contained, manufacturing all the components of its cars for itself and purchasing from outside only tires, electrical equipment and certain proprietary articles, no one of its works, either at Coventry or at Birmingham, is able to produce a complete car without the aid of one or more of the others. Thus the Birmingham factory gets the engines it requires for the small four-cylinder model from Coventry, where, in the Canterbury-street works, the engines for the other models also are made and tested. The foundry where castings of iron and aluminium are made for all the cars is likewise at Coventry, in Payne's-lane, and at Coventry, in Read-street, there is a complete body shop for the larger cars, the parts for which are mainly made in the Canterbury-street machine shops, where also their chassis are assembled. On the other hand, the Small Heath works are the source of supply of axles and steering columns for all the models. The arrangement is probably not one which would have been adopted if the scheme of manufacture had been planned as a whole from the beginning and if the works had not grown by a process of accretion, but some compensation is to be found in the fact that the lorries which take axles and steering columns from Birmingham to Coventry get return loads in the shape of engines from Coventry to Birmingham.

WIDE CHOICE OF BODIES

Of chassis for private cars Messrs. Singer and Co. make three models, known respectively as the Junior, the Six, and the Super Six. The first has a four-cylinder engine with a bore of 56mm. and a stroke of 86mm., the Treasury rating being 7.78 h.p. A wide choice of bodies is provided for this chassis, such as two-seater runabout, four-seater, four-door saloon (which can be had with a sliding panel in the roof), two-seater sports, and sportsman's coupé, and for each of them several schemes of cellulose colour finishes are available. Incidentally it may be mentioned that this provision of a range of colour schemes adds to the difficulties encountered by the manufacturer in making for stock, as he finds that the taste of his customers is apt to vary with the weather, and that sunshine brings a demand for one style and a dull day for another. The second model has an engine of 65mm. bore and 90mm. stroke, Treasury rating 15.71 h.p., and the third a slightly larger engine (65.5 mm. by 95mm.), with a Treasury rating of 15.91 h.p.; both are fitted with a variety of bodies in different colour finishes. The Super Six has many refinements not found in the other models, such as four-speed gearbox, Marles steering, foot brakes operated by Dewandre vacuum servo motor, and the Luvax-Bijur system of central lubrication, which enables the whole car to be oiled merely by depressing a pedal under the dashboard. All the models have electric lighting and starting, Newton hydro-pneumatic shock absorbers as auxiliaries to the springs, chromium-plated bright parts, and Triplex glass windscreen (windows also in the two larger models).



A British light six with saloon body produced by the Singer Company. The price for this model is £275.

COMMERCIAL VEHICLES

The company has also turned its attention to vehicles for commercial purposes. Fitted with a suitable body, the Junior four-cylinder chassis becomes a useful light delivery van which it is said can be run at an average cost of 1d. a mile. A larger delivery van is provided with a six-cylinder engine having a bore of 63mm. and a stroke of 95mm., which develops 36 b.h.p. at 3,000 r.p.m. and can, it is stated, drive the van fully loaded at a speed of 50 miles an hour. For still heavier loads, of the order of two tons, there is an industrial chassis with a four-cylinder engine having a bore of 90mm. and a stroke of 120mm., which will yield up to 53 b.h.p. at 2,500 r.p.m. With some modifications, such as greater length, an under-type instead of over-type worm gear drive to the back axle, and a dropped frame, this same chassis lends itself to the construction of a low-loading omnibus or luxury coach with seats for 20 persons.

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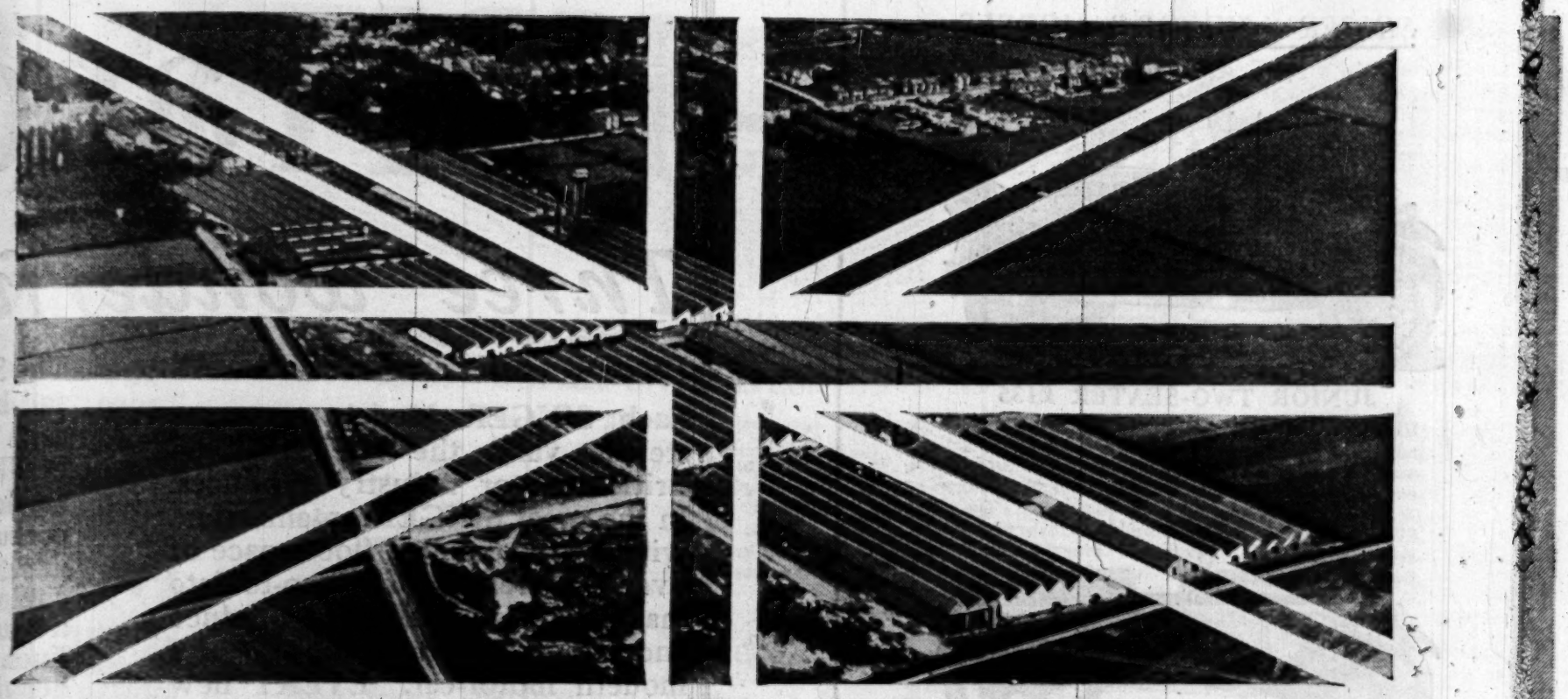


MORRIS

ISIS MORRIS MOTORS SIX

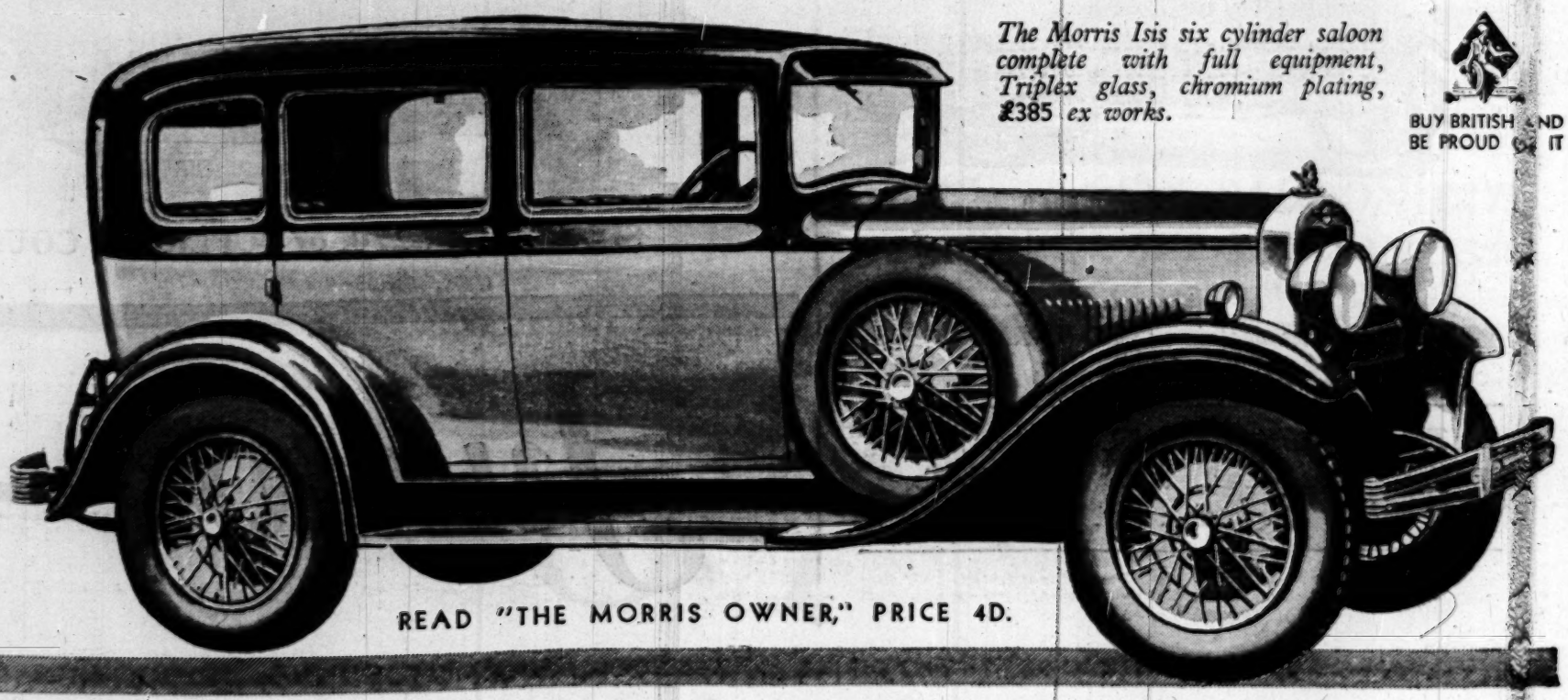
The leading position held by Morris Motors, Ltd., in the British Industry to-day is the outcome of their unswerving policy to provide in their cars the maximum possible value for money. Their present range—Morris Minor, Morris Cowley, Morris Oxford and Morris Isis cars—provides a model for every motorist at home or overseas. In appearance, performance and price every Morris is a leader in its class.

The benefits that accrue from large scale production are passed on to the public in the form of improved value, and in the realms of pure automobile engineering, body style and roadability there are no better cars in their respective price classes.

Such up-to-the-minute features as Triplex glass, chromium plating, bumpers, dipping headlamps, four-wheel brakes, are found on all Morris models, while on the six-cylinder Oxford and Isis cars such refinements as finger-tip control, radiator shutters, Lockheed four-wheel brakes, are listed as standard.

Backing these cars is a service organisation that is world-wide, and it is an accepted fact that Morris service is complete.

Overseas Motorists are requested to write to the Export Dept., Morris Motors, Ltd., Cowley, Oxford, England.



The Morris Isis six cylinder saloon complete with full equipment, Triplex glass, chromium plating, £385 ex works.

BUY BRITISH AND BE PROUD OF IT

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JUNIOR - SIX and SUPER - SIX

Each SINGER Model represents sterling value, the BEST that the British motor industry produces. In the great SINGER organization, with a total covered floor space of over 50 acres, the most up-to-date machinery is installed to produce and test every important part of a modern motor-car. EVERY new feature is embodied in the 1930 SINGERS. To a long established supremacy in engineering excellence have been added style and luxury in coachwork and finish. Triplex Safety Glass, Chromium plating, and wire wheels are standardized throughout.

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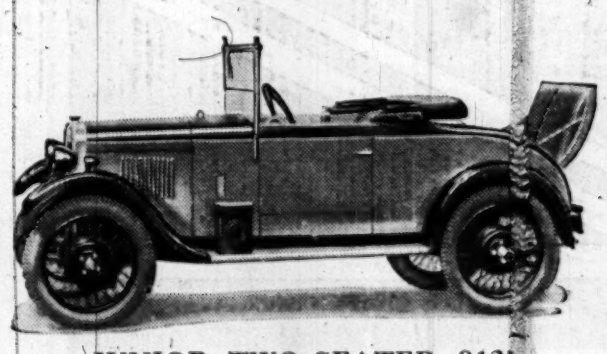
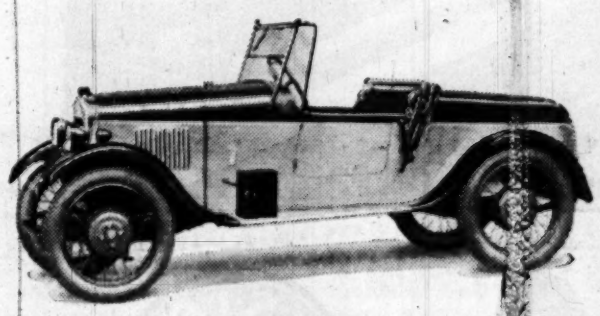
SINGER "JUNIOR" MODELS



JUNIOR TWO-SEATER £13



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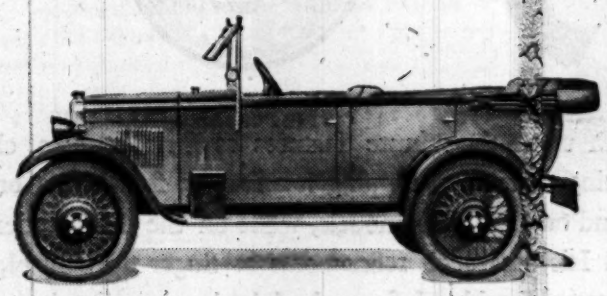
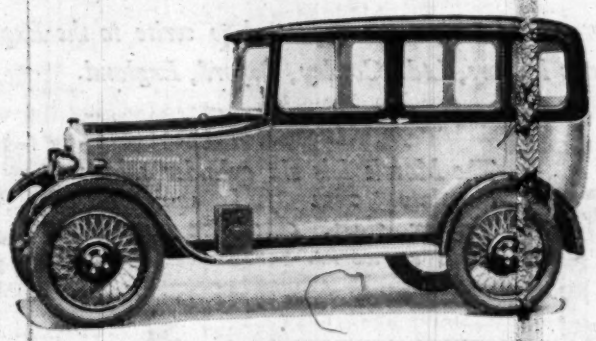


JUNIOR FOUR-SEATER £140



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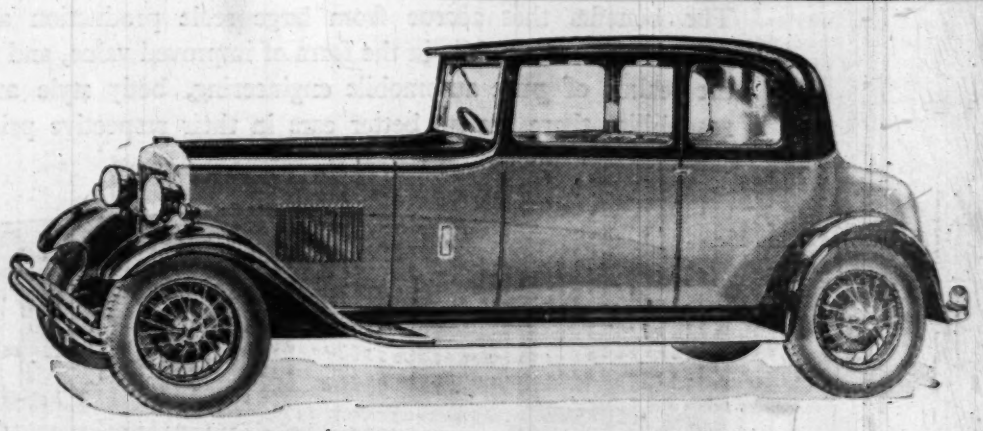

SIX COUPÉ £270, or SUPER-SIX COUPÉ £350

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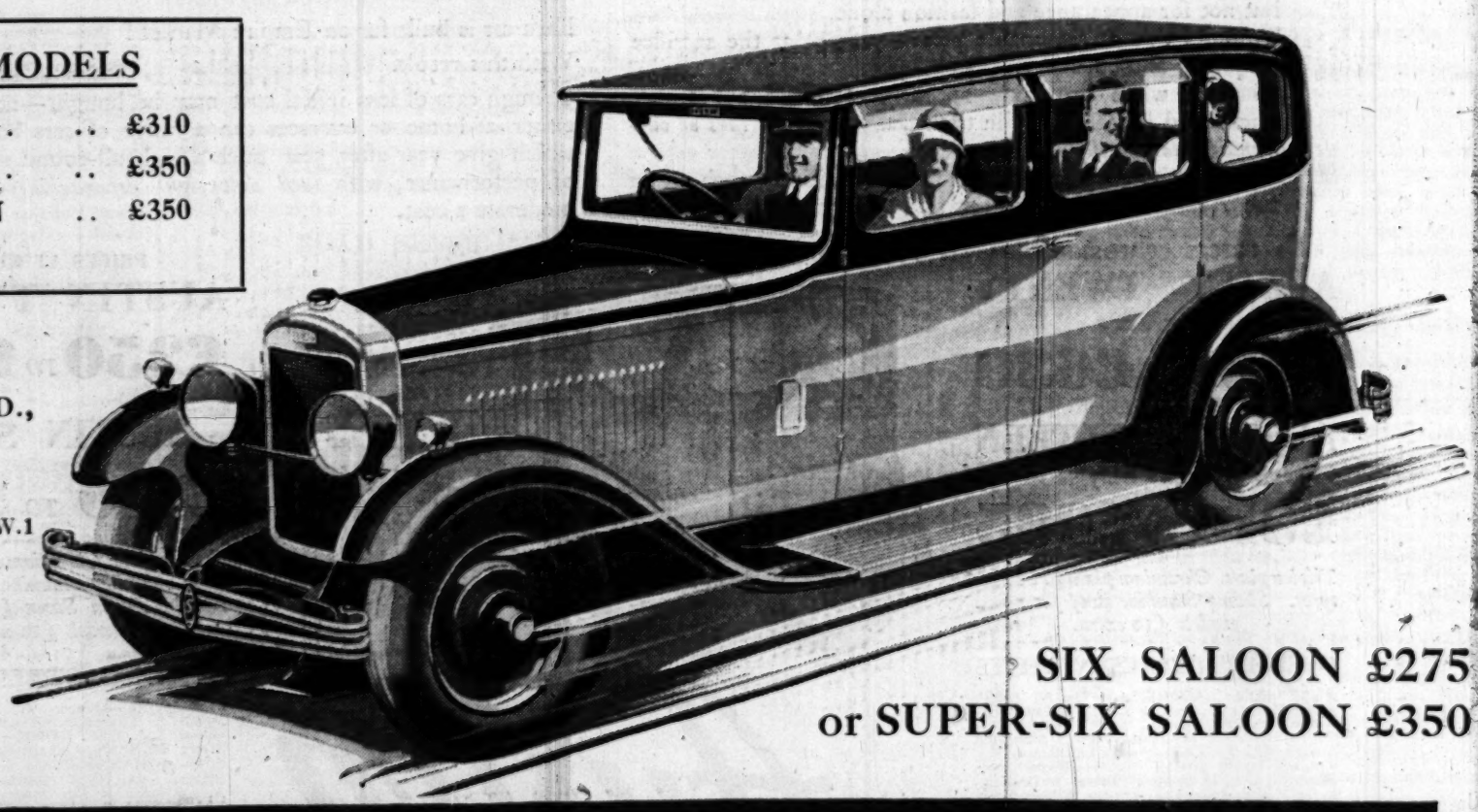

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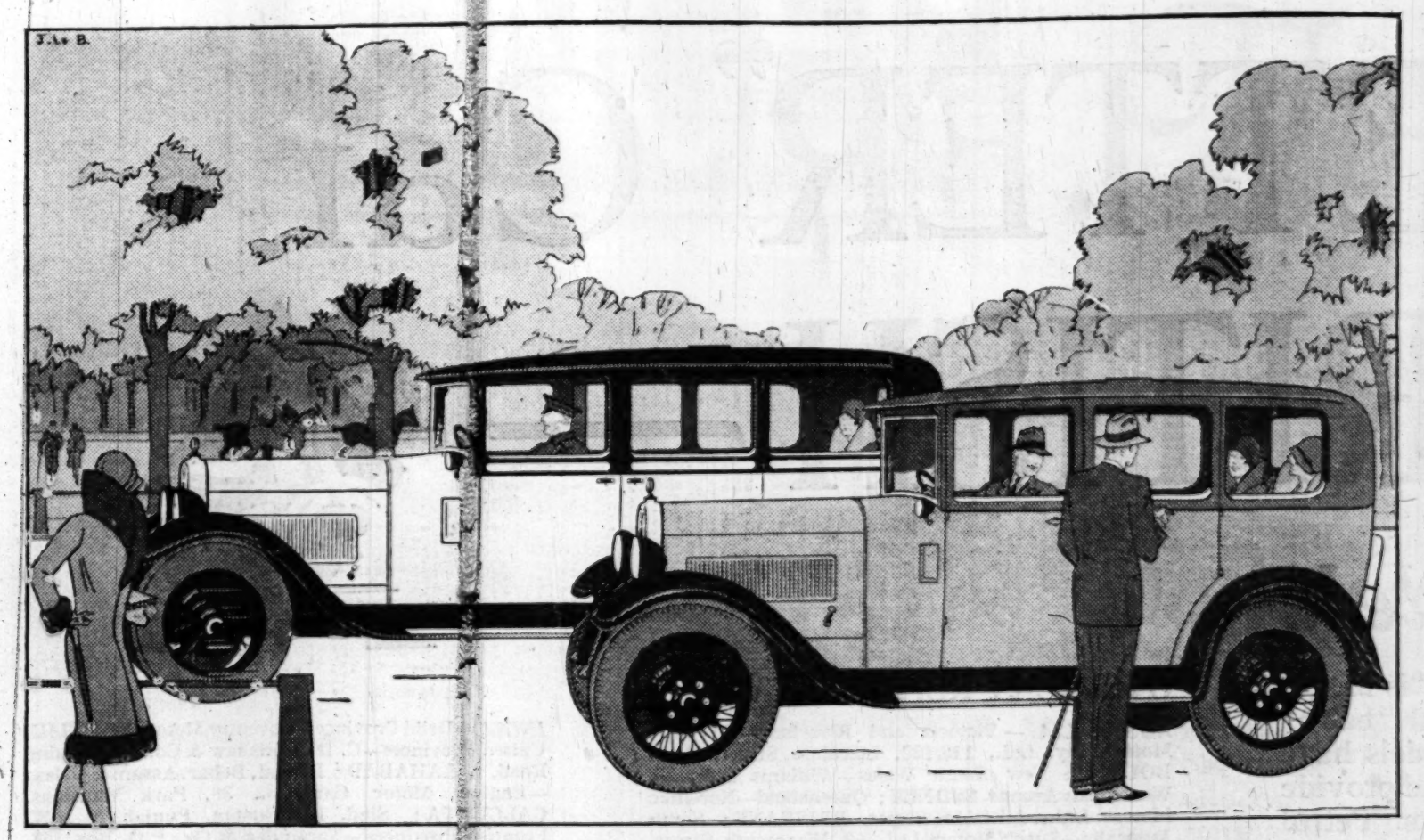

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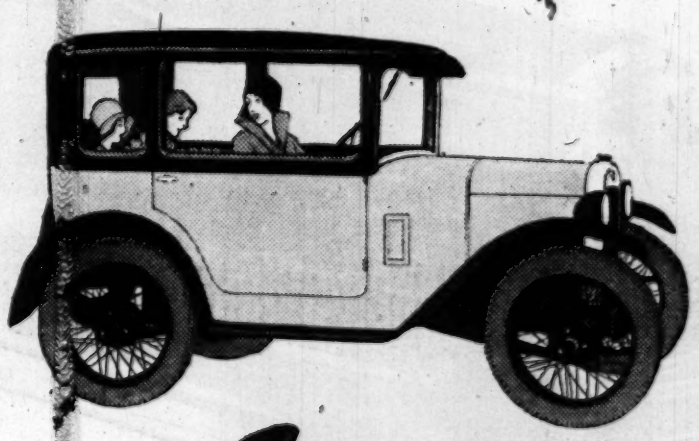

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ROAD ACCIDENTS AND FIRST AID

MOTOR-AMBULANCE WORK

A VOLUNTEER SERVICE

(By Major E. W. Paget, C.B.E.)

Motor-ambulances and first-aid stations are, under modern conditions, as indispensable to the traffic of the roads as lifeboats and rocket stations to the traffic of the seas. Nearly 500 persons a day are killed or hurt in road accidents and there is no sign that the peak has yet been reached. The task, therefore, of bandaging the wounds and carrying the injured to hospital is no light one.

To provide first aid for the victims of industrial accidents is a comparatively easy undertaking, because these are concentrated in industrial areas. Road traffic accidents, on the other hand, are distributed over the whole country. The line to be served is a long one—there are 150,000 miles of road in England and Wales—and a widespread organization is necessary if accidents are to be dealt with rapidly and efficiently.

It was for this reason that the Order of St. John and the British Red Cross Society decided to join hands and unite their resources to provide a great ambulance and first-aid service for the country. The order, pursuing the traditions of its ancient foundation, and the society, diverting its energies from War work to peace work, were well equipped for such an undertaking. The ambulance service was set up in 1919, and there are now not many points in all the road system of England and Wales that are more than eight miles from an ambulance station.

DRESSING STATIONS

Only those who have been concerned with an accident on the open road, miles from the doctor and the chemist, can fully appreciate the helplessness of bystanders when ugly wounds and fractured limbs are to be dealt with and the sense of relief that the coming of the ambulance with its skilled attendants brings with it. It is fortunate if it arrives before some good Samaritan, with the best intentions but no skill in first aid, has done further injury in his anxiety to relieve the patient.

The ambulances serve the sick and injured of their area independent of road casualties, and carry no fewer than 113,000 cases a year. But each year the proportion of road accident cases increased until it became necessary to supplement the ambulance service by setting up first-aid boxes and dressing stations on the roads. Many hundreds of these boxes, and a number of first-aid stations, have been equipped so that the necessary remedies and bandages can be applied on the spot, thus often saving an ambulance journey. It is hoped that before long there will be a roadside hut or other convenience for a dressing station at all dangerous points on the main roads. The boxes are replenished and the first-aid stations and ambulances served by volunteer members of the order and the society, who accept no fee for their work but gladly devote their spare time to the craft of which they have made themselves masters. An example of the work these volunteers perform is that of a station in a small town of 3,000 inhabitants in Kent. Here, in the past three years, first aid, and in many cases ambulance removal, have been provided for 562 victims of road accidents, of whom 467 were strangers to the neighbourhood.

HOSPITAL TREATMENT

Death or injury to 170,000 persons a year is a heavy price to pay for the increased mobility of the people that the motor age has brought with it, but because the greater volume and speed of road traffic are accompanied by a large crop of accidents, it must not be assumed that compensating advantages to the health of the community are entirely absent. The increased facilities for the transport of the sick that the motor has added to ambulance work have made it possible for doctors to make use of modern discoveries in regard to diagnosis and treatment that must otherwise have remained dormant or applicable only to the few. The developments of radiology and other scientific resources necessitating the use of elaborate apparatus would lose more than half their value but for transport facilities that bring them within the reach of every patient.

So long, however, as traffic conditions demand such a heavy toll of accidents, the first-aid worker and his equipment must be a conspicuous feature of the roads. Wayfaring is the most persistent habit of the people, and each age leaves its peculiar mark on the highways. The raised bench in Piccadilly still stands to remind us of the days when porters rested their loads there. There are still pumps scattered along the Bath road that served to water the horses and the road in the days of the coaches. Modern traffic conditions make their own demands, and the first-aid boxes, dressing and ambulance stations of the order and the society are significant of the needs of the present generation of travellers.

SAFER DRIVING

THE MAN AND THE CAR

(BY OUR MOTORING CORRESPONDENT)

Safety on the road may roughly be divided under two heads, the man and the car. Under the first comes the actual handling of the machine, and under the second the controls and equipment provided. The first is largely concerned with common sense and road sense, and the knowledge which the driver has of his car, while the second shows to what extent the designer and manufacturer have progressed in coping with the ever changing conditions of traffic and the highway.

It may be said at once with justice that greater improvement is noticeable in recent times in the safety measures provided on cars and commercial vehicles than in the general standard of driving. The manufacturers of the modern vehicle, including the makers of the body, equipment, and, last but by no means least, the tires, have in fact done their part well; but it cannot be said that the motor driver, whether of the private car or lorry or coach, has played a sufficiently large part in raising the factor of safety on the road. The increase in the use of the motor must not, of course, be overlooked. The number of accidents, many of a serious nature, must be deplored by every one, and every legitimate means to prevent them should be explored; but many who lay stress upon the dangers of the highway and the iniquity of the motorist in general fail to take into account the growth in the total number of vehicles on the roads and to balance this increase against the number of accidents. The number of motor accidents per 100 motor-vehicles registered has, in fact, been nearly stationary for the last seven years, and is only half the corresponding figure for 1919, and there is little doubt that the prospect of a decrease depends in no small measure upon the care exercised by the pedestrian as much as upon that used by manufacturers and drivers of motor-vehicles. In 1919 there were 27,355 motor accidents and 271,000 motor-vehicles registered. These figures gave motor accidents per annum per 100 motor-vehicles registered at 10.1. In the latest available returns, those for 1928, the three corresponding totals were 111,976, 2,019,167 and 5.5.

ROAD SENSE

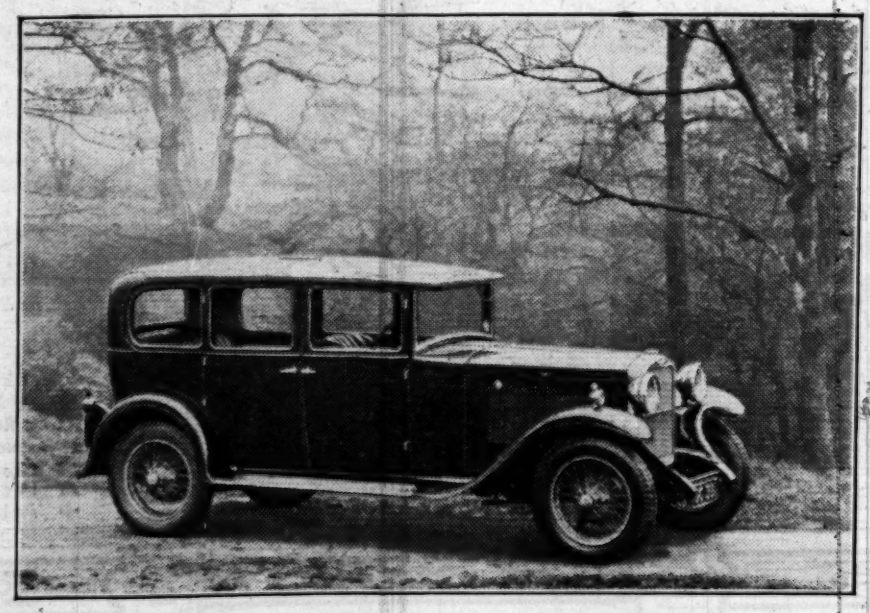
The only sure foundation upon which the structure of road safety can rest, provided always that the vehicle manufacturer does his part, is adequate and good teaching, and no teaching is good unless the full use of the imagination is insisted upon from the start. Imagination and perception are the basis of good driving and the factors which make it possible for a motorist to drive reasonably fast, yet with safety to his passengers and to other road users. He will cause far less risk and inconvenience to fellow travellers than the man who seldom runs over 25 or 30 miles an hour but never expects anything to appear from a side turning until it does, never attempts to "look round" a corner, fails to realize the risk of stopping or passing at a corner, and turns first and then signals—often with the wrong signal. It should be common sense and road sense all the time. Too many persons, having just bought their car, think that they can drive after three or four short lessons or runs; yet even then, if they have been shown the value and the use of imagination, they may gain their experience at not too great a cost to themselves and others. This is of course quite apart from mechanical driving proficiency, which is more concerned with the cost of upkeep and the durability of the car. As I have emphasized in "The Art of Driving,"

> The value of imagination in motor driving lies in the fact that it reduces the time between the action of the brain and that of the hand and foot, and in most emergencies in connexion with road traffic it is the saving of the small fraction that makes the difference between freedom from risk and almost certain danger . . . the driver . . . by imagining the possible is ready should the anticipation become realization. He has the greater part of the difficulty solved before he has to face it in earnest, with the result that his control over his car is as absolute as it can be. One cannot offer sounder advice to the motorist of to-day than "Be prepared. Think in advance, look in advance, hear in advance, and act in advance as far as is feasible."

FACTORS OF SAFETY

As to the other element in safer driving, the improvement in braking is undoubtedly the outstanding feature. Four-wheel braking was advocated in these columns many years ago as it appeared to be the only logical sequel to increasing acceleration and maximum speeds, the point being that the whole machine should be braked in balance. The wide adoption of power braking has also helped a great deal because it gives a strong and progressive force without undue effort on the part of the driver. Springing, and the use of shock absorbing devices, especially those working hydraulically, have much assisted safety, for upon the effectiveness of a vehicle's suspension must depend the efficiency of braking, steering, and acceleration. I have included acceleration because, although it may prove a distinct source of danger, it can on occasion become one of the safety elements. The lighter and steadier action of steering gears is, too, a point which should not be overlooked in giving the vehicle designer his measure of credit. Better weight distribution and tire treads, which improve the hold on the road, are features worthy of mention. The closed body is now universally popular, and drivers are afforded increased visibility. There is still room for improvement on a number of saloons and limousines in reducing the width of the front pillars, but on the whole the range of blindness has been narrowed. The clear vision or one-piece screen gives unrestricted view in front and saves distraction of the eye, while more adequate screen wipers, dipping head lamps, signallers, stop and reverse tail lights, and handy controls all add their quota to safer driving, as far as the vehicle is concerned.

A motor-ambulance station of the Order of St. John and the British Red Cross on a Kent arterial road.



The Hillman straight eight saloon. The 8-cylinder engine has a capacity of over two and a half litres. There are four speeds and power-assisted braking.

THIRD-PARTY RISKS

THE SAFEGUARD OF INSURANCE

(FROM OUR INSURANCE CORRESPONDENT)

There was read a second time in the House of Commons on February 18 the Road Traffic Bill, which had already passed through all its stages in the House of Lords. This Bill includes provisions for ensuring that all motorists shall be possessed of means of meeting their financial liabilities for third-party risks.

Prudent motorists have always satisfied themselves that they are in that position. Some who have substantial private means may have held that there was actually no need for them to effect insurance policies, but it is certain that the great majority have chosen to rely on insurance. By the payment of an annual premium which in proportion to their possible liabilities is very small indeed, they have relieved themselves of heavy financial responsibilities. Large industrial undertakings with ample funds may also have preferred not to insure, or they may have set aside sums annually to form their own special reserves out of which their third-party liabilities might be met.

From time to time, however, cases have been heard in which motorists who have been held liable to third parties for the financial results of accidents have been found to be uninsured and to be without private means for meeting their responsibilities. Prominence has been given in the daily Press to such exceptional instances, although no similar publicity has been accorded to the enormous number of cases in which every year the liabilities of motorists for third-party risks are fully met, either through the insurance companies or by the motorists or their employers from private funds. Still, there can be no question of the hardship suffered by an innocent person when he has a claim for damages against the imprudent motorist which there is no means of meeting, and the need for dealing with such a situation is generally unquestioned.

ENCOURAGING CAUTION

It was in such circumstances that consultations took place last autumn between the Ministry of Transport and leaders of the insurance industry. The great British insurance companies are experienced in transacting motor insurance in most parts of the world, and the results of compulsory insurance where it has been practised, and notably in certain of the United States of North America, have not been encouraging. Insurance managers have always felt it a duty to conduct their business in such a way as to try to help to bring about a reduction in what is regarded as an excessive number of accidents. It is in the public interest that they should try to encourage the exercise of caution by motorists, and since all claims are paid out of the total volume of premiums (except when the claims, as has happened in several important institutions in recent years, have exceeded the premium incomes) the total cost of all the accidents must affect the rate of premium. If the total cost of the claims could be lowered the rates of premium could accordingly be reduced.

Consideration of each proposal, the acceptance of minimum rates of premium for motorists with good records, the grant of bonuses for freedom from claims, and the charging of additional rates to those whose record is highly unsatisfactory have been means by which the offices have tried to stimulate caution. Their relations with the insuring public have been good, and they say a possible disturbance of this satisfactory position in any system which forced unwilling motorists to insure with them.

PROVISIONS OF THE BILL

The proposals in the Bill, which was drafted after consultation, secured, it was believed, the objects desired without introducing undesirable influences. They provided that the owner or driver of a car should be in possession of the means of meeting his liabilities to third parties. A guarantee of such means could be provided in one of two ways—a policy of insurance against any legal claims arising out of personal injury to third parties, or a bond, or similar security, in the form of an undertaking on the part of the company or person issuing it to make good any default by the owner of the vehicle in satisfying such claims. These provisions are on the lines of legislation adopted in certain States in North America, including New York, where the guarantee may be that of a bank or of a bond issued by a company. Persons of ample means and large industrial undertakings should have no difficulty in securing such guarantees, and the provisions will relieve such individuals or companies from compulsion to effect insurance policies.

The great majority of motorists, presumably, will, irrespective of their means, continue to prefer to insure. Keen competition for insurance business exists among what are termed the tariff companies, and between these and the non-tariff offices, and between the tariff offices, non-tariff offices, and syndicates of private underwriters. All these readily accept any business which holds out a fair prospect of even a slender margin of profit, and no reasonable motorist will expect any of these groups or underwriters indefinitely to transact their business at a loss or without a fair reward for the service rendered. It is only just to the careful motorist that the reckless driver should be rated higher, and it is in the general interest that underwriters should continue to exercise individual discrimination.

Map showing TRUNK MOTOR ROADS AND BY-PASSES

TRUNK MOTOR ROADS AND BY-PASSES

IMPROVEMENT OF HIGHWAYS

BRIDGES AND LEVEL CROSSINGS

(By W. Rees Jeffreys)

A comprehensive review of the road improvement and development works which have been completed and are in contemplation by the 2,200 highway authorities in the United Kingdom would obviously be a lengthy task, but in recent years the term "motor roads" has tended to become identified exclusively with the trunk road system outlined by the Ministry of Transport in 1924. It is with these, therefore, that we will chiefly concern ourselves.

The eight trunk routes—namely, the Great North road, the Carlisle road, the Holyhead road, the London-Oxford-Fishguard road, the London-Bath-Bristol-Plymouth road, the Folkestone road, the Great Yarmouth road, and the Liverpool-Hull road—run through the districts of 42 county councils. Uniformity of width or of surface throughout the length of any one route was impossible, while some councils were unwilling or financially unable to adopt the standards of a wealthier neighbour. The Ministry of Transport overcame this difficulty by offering to make the county councils a 75 per cent. grant from the Road Fund towards the cost of bringing these routes up to certain minimum standard requirements. In the case of some of the poorer counties even larger grants were offered. The work carried out under this scheme generally involves the widening of the roads to a minimum of 60ft. between fences, with a 20ft. or 30ft. carriageway, two 8ft. footways, and two grass margins; the improvement of surfaces, drainage, alignment, and grading; the widening and strengthening of bridges; the extension of restricted sight-lines; and, where necessary, the provision of by-passes and diversions.

We will now examine the progress of this work on each of these trunk routes.

GREAT NORTH ROAD

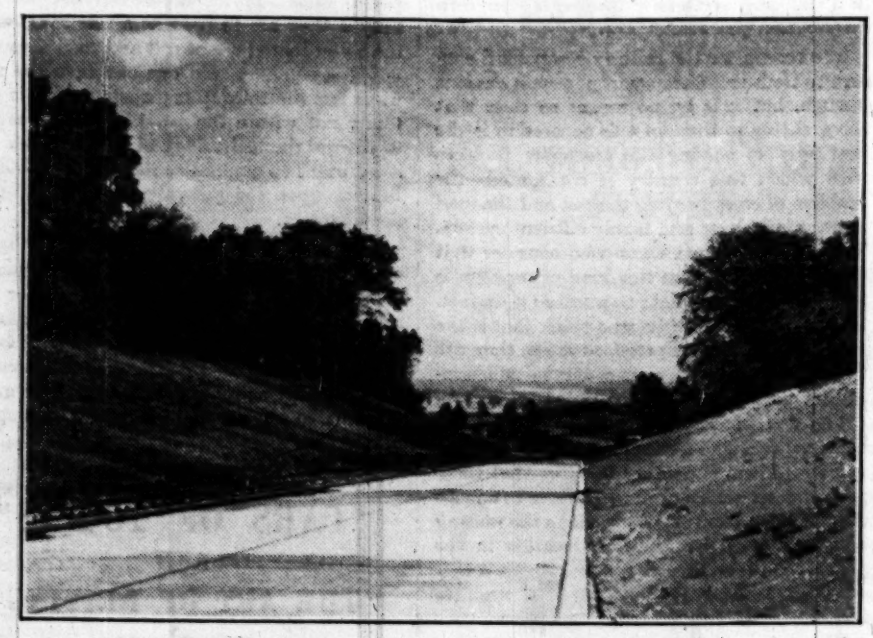
In the immediate environment of London little remains to be done to the Great North road. The Barnet by-pass, 100ft. wide, carrying traffic clear of the congestion of Finchley, Whetstone, Barnet, and Hatfield, and the Welwyn by-pass have both been completed and the rest of the road from Hatfield to Stevenage has been reconstructed with a 30ft. carriageway. Work is still in progress on a few miles from Stevenage to the Bedfordshire boundary, but should be completed shortly. The improvement of the whole length of the road through Bedfordshire, which is urgently needed, is to be put in hand within the next 18 months. The Huntingdon section of the road was reconstructed in 1925, the Wansford by-pass being completed at the beginning of last year. The level-crossing at Wansford has still to be bridged, the Matcham Bridge to be widened, and a by-pass constructed at Water Newton.

In Lincolnshire a by-pass is to be built at Stamford and a 10-mile stretch of the road from the Rutland boundary to Grantham to be reconstructed. In Nottinghamshire several level-crossings have been eliminated, and it is now proposed to widen the whole 28 miles of the road, strengthening and improving the carriageway and constructing by-passes at Carlton-on-Trent and Barnby Moor.

In Yorkshire a number of sections of the road, including several bridges, have been widened and improved. It is proposed to carry on this work on a more extensive scale and also to construct by-passes at Ferrybridge and Old Micklesfield.

In Durham and Northumberland the Tyne and Tweed have been bridged, the latter by the largest concrete arch yet constructed, and a number of stretches of the road, including 15 miles from Morpeth to Felton, have been reconstructed. The reconstruction work to be started within the next year includes 20 miles from Morpeth to Alnwick, five miles from Darlington to Aycliffe, and a number of shorter stretches. By-passes are to be constructed at Aycliffe, Chester-le-Street, Stannington, and Morpeth.

In Scotland some very large works have been completed, including an 80-mile reconstruction from Blair Atholl to Inverness, 22 miles from Inverness to Thurso, four miles near Bonar Bridge, eight miles from Invergloy to Laggan Drawbridge, 9½ miles between Kinlochleven and North Ballachulish, and 7½ miles near Fort William. On the Inverness-Thurso road over 86 miles are to be reconstructed, while on the Glasgow-Inverness road over 60 miles are to be reconstructed between North Ballachulish and Invergloy and between Laggan Bridge and Inverness.



A modern motor road. A section of the new North orbital road between Denham and Rickmansworth.

LONDON-CARLISLE ROAD

The reconstruction and realignment of the London-Carlisle road, which has been completed from Barnet to St. Albans, is to be pushed on to Bedford. At Irthlingborough, in Northamptonshire, a by-pass is to be constructed, a level-crossing eliminated, and a new bridge thrown over the River Nene. Through Leicestershire and Derbyshire the road is to be widened and reconstructed almost continuously for over 80 miles from Market Harborough to Whaley Bridge, and by-passes are to be built at Oadby, Loughborough, and Mountsorrel. In Lancashire the road is being improved in continuation of the Garstang by-pass, which was completed in 1928. Further by-passes are to be constructed at Blackrod, Slyne, and Bamber Bridge, a seven-mile stretch between Bolton-le-Sands and the Westmorland boundary is to be widened, and other improvements are to be made at Myerscough. Very dangerous cross-roads at Milnthorpe have been improved, and a 60ft. by-pass constructed round the villages of Heversham and Leasgill, in Westmorland. For the five miles from Heversham to Kendal the road is to be widened and reconditioned; a by-pass is to be constructed at Penrith and a new bridge at Eamont. In Cumberland the road is to be reconstructed from Wragmire Moss to Carlisle.

An interesting instance of road widening. The narrow Gunnersbury-lane, W., has been converted into two one-way thoroughfares with the trees retained in the centre.

THE HOLYHEAD ROAD

The widening and reconstruction of Watling Street is to be undertaken for 33½ miles from the Hertfordshire boundary through Bedfordshire and Buckinghamshire to Fosters Booth in Northamptonshire. From Fosters Booth to the Warwick boundary the road has already been widened to 60ft. between fences and a 20ft. carriageway; and a by-pass has been constructed at Daventry. From the Northants boundary to Coventry the road is to be widened and reconstructed, with a by-pass to the south of Coventry from Willenhall to Allesley. The 10½ miles from Allesley to Birmingham, which is subjected to heavy local traffic, has been widened to 80ft. between fences with a 30ft. carriageway, six bridges being reconstructed. For 5¼ miles from Stonebridge, where the Holyhead route leaves the Coventry-Birmingham road, to Castle Bromwich the road has been widened to 60ft., a half-mile diversion avoiding the steep hill to the west of Castle Bromwich. The Staffordshire County Council has carried out a number of considerable improvements along the old Chester and Holyhead roads, including a by-pass at Stonnall, and the widening of the remaining sections of these is to be put in hand shortly. In Salop a new bridge has been built at Atcham, the English Bridge over the Severn has been widened to 50ft., and Telford's Bridge over the river Ceiriog has been widened to 40ft., while the widening of Tern Bridge and various canal bridges is under consideration. A number of widening operations and corner improvements have been carried out, and it is proposed to extend these works in the coming year. A short diversion has been constructed at Gobowen, and by-passes are to be built at Whittington, St. George's, and Shrewsbury. Extensive improvements of the carriageway and footways have been made throughout Denbigh and Merioneth, and a new concrete bridge built at the Cwm Alis Gorge. Widening operations remain to be done at Tyn-y-celyn, Berwyn Lodge, and for the last mile into Corwen. In Carnarvon improvements are to be made for a mile at Pentre Voelas, and also at Penybryn. In Anglesey 13 cross-roads and junctions are to be improved and sections of the road at Menai Bridge, Holland Arms, and London-road, Holyhead, are to be widened.

LIVERPOOL AND HULL ROAD

The improvement of the road from Huddersfield to Hull has been practically completed, with the exception of the Leeds-Selby length, on which widening and reconstruction are to be carried out for 2½ miles at Monk Fryston and from Thorpe Willoughby to the by-pass which is to be built round Selby. Between Selby and Hull by-passes are to be built at Howden and North and South Cave, and a new bridge and approaches over the River Derwent at Loftsome.

GREAT YARMOUTH ROAD

On the Great Yarmouth road a number of sections between Romford and Chelmsford have been widened to 60ft. between fences with a 30ft. carriageway, and the six miles from Brentwood to Widford are being similarly treated. By-passes are contemplated for Chelmsford and Colchester. In Suffolk the reconstruction of the road from Stratford St. Mary towards Wickham Market is being continued. The Ipswich by-pass and the section from Stratford St. Mary to Washbrook are complete. By-passes have been constructed at Latinford and Washbrook, while the one at Stratford St. Mary remains to be completed. Woodbridge is also being by-passed.

LONDON-FISHGUARD ROAD

The provision of a 30ft. carriageway from the North orbital road to Beaconsfield will complete the Oxford road, which has already been widened to 60ft., with a 30ft. carriageway from Beaconsfield to High Wycombe and a 20ft. carriageway on to Oxford, with a diversion at Dashwood Hill and a by-pass at Wheatley. A by-pass is to be built at Oxford and the road reconstructed as far as Northleach. From Puesdown Inn, on the west of Northleach, to beyond Gloucester it has already been provided with concrete foundations, a kerbed footpath, and a new surface. A by-pass has been built at the village of Longleavens. From Gloucester to Chepstow extensive widening operations are to be undertaken and by-passes built round Gloucester City, Newnham, Blakeney Hill, Sparks Hill, Redlands Farm, Chaxhill, and Wintles Hill. In Monmouthshire various sections between Newport and Chepstow are being widened and a by-pass built at Chepstow and a ring road round Newport. From Newport to Cardiff the road has been widened to 60ft., with a 40ft. carriageway, and the 3½-mile by-pass at Bridgend undertaken by the Glamorgan County Council is almost complete. A number of short sections of the road in Glamorgan, Carmarthen, and Pembroke remain to be reconstructed.

LONDON-BATH-BRISTOL-PLYMOUTH

The Bath road is to be widened and reconstructed continuously from the Colnbrook by-pass to the Berkshire boundary. From Maidenhead to Reading it has already been widened to 60ft. with a 30ft. carriageway, by-passes being constructed at Twyford and Sonning. This widening is to be carried on from Reading to Newbury and throughout the county of Wilts. By-passes are to be built at Maidenhead, Theale, Thatcham, and Newbury. Several minor improvements are to be made between Bath and Bristol. The 50 miles from Bristol to the Devon boundary have been widened and improved, a footway provided, curves opened out and the carriageway super-elevated and by-passes built at Langford, Cross, Biddisham, Tarnock, East Brent, Huntspill, Pawlett, Stone Gallows, Chelston, and White Ball. Three miles of the road from Bridgwater to North Petherton are still to be reconstructed and some improvements made at the village of Bathpool and beyond Wellington. In Devon the road has been reconstructed, with a 30ft. asphalt carriageway from Chudleigh to Buckfastleigh. By-passes have been built at Wilford, Pinhoe, and Blackpool, and other works have been carried out. Improvements are to be made at Westcott, Plympton, Whiteleigh, Marly Cross, Marly Head, Stidson Cross, Chudleigh Knighton, and elsewhere, and by-passes built at Ashburton, Kennford, and Dean Prior.

SOUTHAMPTON, BRIGHTON, AND FOLKESTONE

The Southampton-road is to be reconstructed from Staines to the Hampshire boundary, and by-passes are to be built at Egham, Basingstoke, and Winchester. Work has just been started on the removal of the level-crossing at Blackwater. From Basingstoke to Southampton the road has already been widened to 80ft. with a 20ft. tar-macadam carriageway. A by-pass was constructed at Bagshot some years ago.

The 30ft. to 40ft. carriageway with which the Brighton road has already been equipped from Brighton to Muddleswood is to be continued from Muddleswood to Crawley, where a new two-mile by-pass is to be constructed. The remaining sections of the road between Crawley and Purley are also to be widened.

The widening of the Folkestone road to 60ft. with a minimum carriageway width of 30ft. has been practically completed, with the exception of the 2¾ mile Ashford by-pass and certain sections between Sevington and Beachborough Cross which are now in hand. The work has involved the construction of by-passes at Eltham, Sidcup, Farningham, Wrotham, Harrietsham, Lenham, Charing, and Willesborough.

ROAD WIDTH STANDARDS

The principles which impelled the Government to accept the major responsibility for these 2,000 miles of the nation's main roads and the consistency with which the policy of standardizing them is being pursued must command approval. The adequacy of the standards adopted is, however, a different matter. Except for arterial roads in the immediate neighbourhood of London and other cities, only on the Brighton road and on the Fishguard road between Newport and Cardiff has 40ft., which allows of one fast and one slow line of traffic in each direction, been adopted as the standard width for trunk roads. Twenty feet, with 30ft. on the more important sections, which is the general width in England and Wales, is already proving to be inadequate. The Ministry of Transport has accepted 10ft. as the width of a single line of traffic, yet throughout the greater part of Scotland 18ft., which according to this standard would not allow of two-way traffic, has been adopted. Footpaths are being constructed throughout the trunk road system, but the surfaces are in many cases far from satisfactory. Banking the carriageway round curves has not been carried out as extensively as is desirable, but where it has been adopted it has proved a valuable aid to the free and safe circulation of traffic. Much remains to be done in improving the lay-out of crossings. The construction of by-passes has progressed satisfactorily considering the strong opposition and difficulties which these often entail.

THE RAILWAYS AND ROAD TRANSPORT

CO-ORDINATION OR MONOPOLY

AN ENGINEERING PROBLEM

(By A. E. Berriman)

This country in its wisdom as expressed through Parliament has given the railways power to operate on the roads. Let us hope that we shall not live to regret it. The danger lies in the potential, it may even be said the prospective, monopoly which would ensue if the railway companies were to acquire by purchase the principal road services already existing. At present they have only made a beginning, but it has been a sufficient indication of their policy; and there is no present reason to suppose that they will not pursue this policy to its logical conclusion. The process may take some years, but at the end of that time it seems likely that the railways will be in possession of all the public road services for passenger and goods transport which are effectively compoting with them at present. What is then going to be the situation, and is it one which was visualized by Parliament, and intended by the public, when these powers were granted? It is safe to say, in answer to these questions, that the public did not foresee a virtual monopoly of its public road services, and would be strongly opposed to any such consequence of the exercise of these powers.

If this is a true view of the public will on an issue which does not lend itself to presentation in such a way as to obtain a popular verdict, then the question arises, "What can be done at this stage of the game to conserve the best interests of all concerned?" The answer, I think, is that Parliament should take the opportunity which will be presented by the Road Traffic Bill (Part IV., Sections 59, 60, 69, and 78) to express itself very definitely about the freedom of the roads for public service development, by insisting that the licensing authorities shall not unreasonably withhold a licence from competitive private enterprises.

PRIVATE ENTERPRISE

Cheap and efficient transport in this country is not only essential to public convenience but vital to industrial prosperity, and it will be fatal to both if the competitive element is deliberately eradicated by bureaucratic control. There is another and exceedingly pertinent aspect of this issue which also concerns the general public, although its immediate bearing and reaction will be upon the manufacturing side of the road transport industry. As is well known, the railway companies are pledged not to engage in the manufacture of road vehicles; but it is not difficult to foresee that they may easily have a depressing effect upon technical progress in this industry if they get to the point of placing out to tender specifications of their own which they will then only be concerned to get built at the lowest price. Already signs of confusion in the market are apparent, and it will be in the highest degree unfortunate for this industry and for the public which it serves if free development is restrained. The evolution of public service transport vehicles, both passenger carrying and goods, is too unfinished and too promising to be thus nipped in the bud. Immense technical strides have been achieved during the few post-War years in this field of transport, and this development may be said to be due, fundamentally, to the competition for public favour which exists under present conditions. Private enterprise in road transport has been made to pay by studying public convenience and comfort. No opportunity is missed of providing the public with facilities suitable to the occasion and of building up a goodwill which brings custom to the individual service. No operator has long survived under existing conditions any inclination to atrophy, let alone negligence. It is pertinent to ask whether this healthy state of things would continue under a railway monopoly. At any rate those who have any reason to doubt it are well advised to press for such safeguards in the interests of future competition as the existing circumstances still permit.

FREIGHT TRANSPORT

That the railway companies should want to get control of the roads is not surprising. They not only see passengers making cross-country journeys in comfort which would involve the height of inconvenience by rail, but they are confronted with the fact that operators are making a success of regular services between main-line stations at half the railway fares. In freight transport the changed situation is equally striking, for the railways, which graduate their charges on the rateable value of the goods transported, have been accustomed to derive something like half their freight revenue from the highest grade loads which account for barely more than one-fifth of the total weight and it is precisely this lighter class of high rated goods that is now increasingly transported by road. Not only are freight transport companies operating successfully in this field, on contract and chance loads, but many of the most important businesses in the country have established their own transport services to deal with their own distribution problems.

The reason for the railway companies' concern to secure road transport powers is obvious enough, but it is by no means so clear that the granting to them of this concession is the best way of solving the transport problem with which this country is confronted—the problem of co-ordinating the rail and the road in an interlocking and highly efficient system. There are, of course, those who consider that the only way to solve this kind of problem is to put it under one hat; to smother it, in fact. But there are also those who think that if the railways have to compete for custom they will better appreciate the class of service which industry and the travelling public really require, and become more concerned to solve the very real technical problems which it involves. There is reason to believe that these problems are sufficient in themselves to engage the whole attention of every one in the railway service, and that while an education in the problems of road transport may provide a welcome diversion it will do little in itself to facilitate the solution of the major issue.

Whatever may be the future of some branch lines which conceivably might be better used as roads, the fact remains that the rail and the train must remain as a definite method of transport for certain purposes. The question is, "What is its real field?" and a true answer to this question can only be given when the railway companies have successfully applied themselves, as railway companies, to the problem of competing for the various classes of traffic. Little good will come to the community at large, and industry in particular, if the only solution they have to offer is that which comes automatically from a virtual monopoly of both systems.

THE MIDDLE HAUL

Railways as well as roads are a national possession of immense importance, and no one can doubt that their co-ordinated efficiency is a matter of first-class concern. Broadly speaking, the rail is incapable of completing the journey, the road being, in general, the only route for final delivery. As such it is, and must always remain, an integral part of all complete transport systems, but it is by no means so certain that its unlimited development for the middle haul would be the right course to adopt.

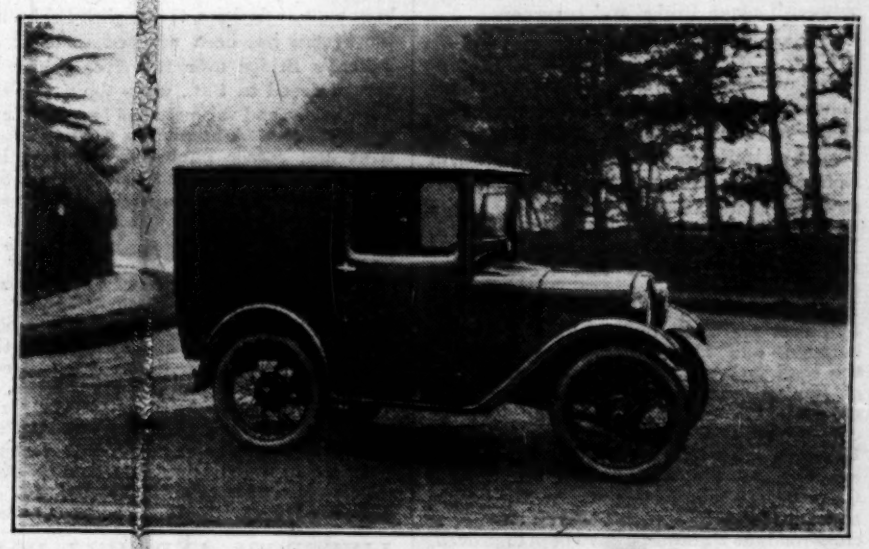
Technically, rail transport has the immense potential advantage of requiring a tractive effort which is a mere fraction of that necessary on roads, and from this point of view it is a sheer waste of energy to transport by road between distant points that are rail connected. On the other hand, this potential technical advantage is neutralized by the enormous dead weight of the rolling-stock in relation to the lighter classes of freight. Again, there is the great convenience which is associated in many cases with a through journey by road; and this perhaps more than anything else has been a determining factor in the modern expansion of road transport for it has expressed itself, among other ways, in reduced risk, saving of time, and the decrease of cost. These are among the points to which the railway companies must apply themselves most successfully if they are to provide a real solution to the co-ordinated use of rail and road throughout this country. No one can save the railways but the railway engineers, and it is certainly not within the province of this article to discuss the technology of this problem. It is sufficient to emphasize its existence and its bearing upon the general policy of transport development.

It can be said with some assurance that it ought not so often to be cheaper and quicker to use the road rather than the rail for the middle haul, but just in what way the railway engineers will succeed in solving this problem remains to be seen. One thing at least is clear, that it would serve no useful purpose to mask a failure to solve it under a virtual monopoly of road transport.

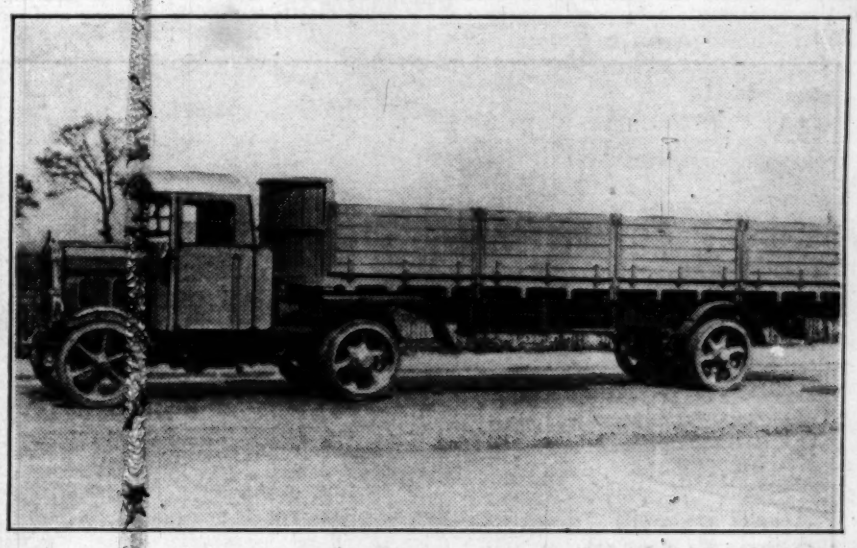
"CARS OF TO-DAY" AND "THE ART OF DRIVING"

The 1930 Edition—the seventh annual one—of "Cars of To-day," containing 94 complete reviews, and a new and enlarged edition of "The Art of Driving," have recently been published. The object of "Cars of To-day" is to serve as a guide to those who are thinking of buying a new car and, through the critical review of a large number of makes and models tried by *The Times* Motoring Correspondent over the same test route, to help towards the choice. In every case mention is made of any structural or price alterations that have been made since the original publication of the reviews in *The Times*. These reports are not based upon estimates or catalogue information, but are the results of personal examination and trial.

Motorists will also find much useful information in "The Art of Driving," by *The Times* Motoring Correspondent. The aim of the handbook, which is in a new and enlarged edition, with a stiff cover, is to explain in the simplest way the finer points of driving, an appreciation of which, as experience has proved, adds much to an owner's pleasure and reduces his expenditure in running a car. A study of its contents is, moreover, conducive to greater safety. There are chapters devoted to road sense, engine starting and warming up, clutch and brake control, steering, sideslip, driving by night, when and how to change gear, reversing, automatic traffic signals, insurance, how to treat a new car, and other matters of interest to owner-drivers. "Cars of To-day" and "The Art of Driving" are published by The Times Publishing Company, Printing House-square, E.C.4, at 2s. and 1s. 3d. respectively, or they can be had from booksellers, newsagents, or bookstalls.



One of the cheapest forms of goods conveyance, an Austin Seven with fabric van body. It has a load capacity of 5 cwt.



A Scammell eight-wheeler. This machine will take up to 17-ton loads. The patent oscillating axles of the carrier are an outstanding feature.

HAULAGE OF GOODS BY ROAD

EXPANSION OF THE INDUSTRY

(By C. T. Brunner)

Recent developments in goods haulage by road have followed a smoother course than have those in the passenger transport industry, where the absorption of small omnibus companies and the acquisition by the railways of interests in the larger companies have followed one another with bewildering rapidity. The Railway Road Transport Act of August, 1928, has not up to the present resulted in any closer working of railway companies and haulage contractors; the railways are enlarging and expanding their motor collection and delivery services, but have not found it worth while to buy up interests in haulage firms. The reason for this is partly that the large number of concerns and the disintegrated ownership of the industry make negotiations difficult, and partly that road competition for goods traffic is not nearly such a serious matter for the railways as road competition for passenger traffic. Receipts by the amalgamated railways from passengers fell from £70,116,000 in 1924 to an estimated figure of £60,412,000 in 1929; whereas receipts from merchandise increased slightly during the period from £50,611,000 in the earlier year to an estimate of £50,999,000 in the latter. Receipts from minerals also improved slightly.

PRIVATE OWNERSHIP

Where competition from haulage contractors has been dangerous for the railways, as, for instance, between Liverpool and the cotton towns of East Lancashire, it has in most cases been kept down by the application of exceptional railway rates to the traffics affected. The road-haulage industry, however, does not cover more than a fraction of the transport of goods by road. It was estimated in recent evidence before the Royal Commission on Transport that barely 20 per cent. of the 330,000 mechanically propelled goods vehicles registered in Great Britain were owned and operated by motor hauliers; the remainder are worked by private firms which for one reason or another find it cheaper or more convenient to use their own transport.

There has been a considerable expansion in the ownership of transport by private firms, mainly for delivery purposes, during the past year. The consequence has been a minor boom in the commercial motor-vehicle industry. New registrations of goods vehicles in 1929 amounted to 52,842, compared with 37,442 in 1928. The increase was entirely accounted for by vehicles of between one and two tons unladen weight, which increased from 15,909 in the earlier year to 32,053 in the later. The incentive to this development has been a reduction in prices and an increase in models, especially in the 30cwt. "middleweight" class of vehicles, to meet the increased pressure of American competition, which has tended to concentrate on this class. Declared exports of American commercial vehicle chassis to the United Kingdom amounted to 8,163 in 1928, but were more than doubled last year, largely owing to the increase in the "middleweight" class, while their average f.o.b. value fell from $470 to $350 in the year. The part that the Diesel lorry plays in haulage work in this country is not yet of importance. Much more striking is the general increase in heavy, and especially in 6 and 8-wheeled vehicles. Vehicles of five tons and upwards increased from 10,088 to 11,434, the increase being almost entirely in petrol-driven lorries, the number of which in this class increased by over 30 per cent. in the year.

PROPOSED LEGISLATION

The main reason why the past year has shown such activity in the manufacture and sale of commercial vehicles is that, while a reduction in the price of lorries has taken place, the goods transport interests have been free from further increases in taxation and new legislative restrictions. The prospect of a growth in American competition this year, on account of the Wall-street slump and consequent contraction of the American home market, makes it probable that the expansion in the ownership of delivery vehicles by private firms will continue, although probably at a somewhat diminished rate, on account of the impetus given to it by continued low prices.

The outlook for the haulage industry, however, is much less promising. Its burden of taxation will be materially increased should the next Budget bring any addition to the petrol tax, which falls especially heavy on the lorry doing a big mileage, while the Road Traffic Bill is likely to have serious consequences. The speed limits proposed of 20 m.p.h. for vehicles over 2½ tons on pneumatic and 16 m.p.h. on solid tires are much below current practice, and, if enforced, would have a cramping effect on motor transport; while the limitation of drivers' hours to a maximum of 11 in any one day, including all time spent on duties in connexion with a vehicle, such as washing and cleaning and waiting at the docks for a load, will seriously increase costs for that section of the industry which is working on the basis of a very long day's work, including taking the load to its destination and returning empty to the base, followed by a day off to recuperate.

ROAD CUSTOMS FOR PEDESTRIANS

"KEEP TO THE LEFT"

CONTROL AND SELF-CONTROL

(By Mervyn O'Gorman)

In our road traffic all grab for place and all are impeded. Only self-control can restore free movement.

The terrors and loss of time, life, and wealth to the walker are stupendous, but avoidable if he so chooses. Walkers suffer 70 per cent. of the loss of life; they are the majority of our voters and they can secure any rights not outrageous to minorities. But is it rights that they really want? If they only wished to walk from place to place the answer would be simpler than it is; but other needs, each reasonable alone, make complications and contradictions. They shop gaze, await omnibuses, meditate, conduct courtship, convey things from house to house irregularly across the roads, dash for the doctor or a taxicab, read, loiter, and generally forget that (whether on road or footway) they are traffic units with duties.

"Traffic unit" includes the walker no less than the driver, and the problem for the State is the general one: "To get the requisite flow of traffic units with the minimum of accidents," giving weight, of course, to the greater numbers and fragility, the slower speed, the quicker acceleration and turning, and the excusable hesitation of the walkers.

FACTS OF THE ROAD

The plain facts of the road are the following:—

(1) Walking or driving is difficult and slow in crowds or congestions—that is, whenever the units (walkers or drivers) are in close fore and aft proximity to one another.

(2) Walking becomes easier and driving less distracting even in congestions or crowds if each unit can be sure the others will move in a pre-known, orderly way.

(3) Difficulties in driving distract the driver, conduce to his ignoring some near unit on the road, and lead to crashes.

(4) Traffic units (including walkers) obliged to utilize the same given road space cannot safely do so unless they show to each other, by their method of progressing or otherwise, their next intended movement.

(5) Such showing of intention is useful for safety provided (*a*) the showing is done in accord with a prearranged code of conduct universally known; (*b*) the indication is obeyed by all in a prearranged manner known to all; (*c*) signals conveying contradictory instructions cannot be given at any one time to one recipient by different traffic units.

Owing to (*c*) walkers' signals to vehicles could not be relied on to result in prearranged movement among vehicles, for there may at any time be several walkers giving contrary signals. There is but one case in which a walker can reliably use drivers' "hand signals" with the same effect on drivers as if he were in a vehicle, and that is the man wheeling a barrow or handcart, or pushing a perambulator and moving as if he were in a vehicle on the same side and in the same direction* as the left-keeping stream of vehicles.

DRIVERS AND WALKERS

The customs of drivers concern walkers and *vice versa*. No gain of walkers' safety can be got unless all vehicles move in an orderly way. Walkers can see this merit at the central street refuges which sharply divide the to and fro traffic—a greater gain to the walker than the illusory protection of the few inches of raised kerb that mark the refuge, which any vehicle wheel can surmount.

Lack of order among the drivers occurs when they fail to keep to the left, and when driving is congested by the crossing of vehicle streams on the same level. These evils are not to be dismissed by the walker as some one else's "pigeon." The cures are—(*a*) by certain constructions (not necessarily the raised viaduct) such as the circular or ring roads, the by-pass, the road tunnel, the properly designed roundabout, the flaring of pavement corners, &c.; (*b*) by certain customs of self-control among drivers, notably keeping to the left of the available road space.

As to (*a*) walkers in their millions have the only voting power that can activate local highway authorities. As to (*b*) walkers must understand drivers' customs as partners in a dance—walkers have a part to play, and it is poor dancing that is not done *con amore*. Their part is:—

(1) To walk on the footway and on the left of it.

(2) Not to cross the central "non-stop" vortex of vehicles in roundabouts.

(3) To cross at crossings and not at random, save on quite clear roads. (There is no space to mention some minor but useful precautions.)

The quick reaction of the more vocal pedestrians when asked that they, with all their hardships, should discard old habits for new is protest or indignant refusal—but it is the way to diminish their hardships.

Here is the reason. Vehicles must go in orderly fashion—and notably keep to the left rule—but they cannot thus go so long as walkers have the opposite rule on the footway. Keeping to the right is a bad old rule. Walkers may, and often do, step off the pavement into the path of the nearest line of vehicles with their backs to them. They may be edged off the footway, or they may merely step into the roadway to overtake other walkers, a dangerous way to enter the road.

If they would keep as much as they conveniently can to the left of footways, the to-and-fro streams of walkers would be tolerably distinct; the swifter walkers would overtake inside; they would proceed more quickly and so relieve the footways.

As for walkers crossing the carriageway, if the vehicles would keep to their left there would normally be a plain division between the to- and -fro streams of vehicles, so that a walker could more safely cross the road in two stages, and the opposing streams of left-keeping walkers would not come into collision or confuse one another in the carriageway.

The "cutting-in" by an overtaking vehicle upon another—a vicious practice fraught with danger to walkers who may be crossing the carriageway—would be less, for "cutting-in" is often the fault of the overtaken vehicle which has consistently failed to "keep its proper side."

Men are of one make, and selfish walking is as common as selfish driving, and as often dangerous—though indirectly so.

An intensive campaign for safe road customs should be started by the Government in every corner of the land. Mobile traffic wardens should be appointed to warn and coach all who may be inadvertently breaking the safety customs to be promulgated and authenticated by the Transport Minister. After that, the walker has a simple choice, unselfishness or self-destruction. I have no belief in punishments as a means of inculcating customs in Englishmen. Publicity and common sense will do it.

If walkers do not wish to increase their risks they should oppose any legalized "speed limit" or devices which can catch motorists but cannot discriminate between careful and outrageous drivers. Having driven 7,000 miles experimentally within 18in. of the left kerb, I can tell those who wish to limit maximum speeds, and keep the driver's attention thoroughly concentrated on his business of driving, that this practice is continuously efficacious in both particulars. Those who want the thrills of furious driving will certainly not welcome it.

* This is an argument used to advocate walkers' keeping to the left of the carriageway when there is no footway.

To enable pedestrians to cross the road safely near the Pont des Arts, the chief of the Paris police has installed this device. By pressing a button the pedestrian signals a red light for the traffic to stop.

PARKING AND GARAGING

A VISION OF THE FUTURE

(By Capt. P. A. Barron)

Many imaginative writers have pictured great cities of the future with sky-scraping buildings on the flat roofs of which business folk, shoppers, and pleasure seekers will park their private aeroplanes. The dream, or nightmare, may come true, but before this happens it is likely that we shall see car parks on the roof-tops of great stores, offices, and perhaps theatres. Also we shall see in central positions vast garages many storeys high and capable of storing thousands of cars. Already we are familiar with the idea of parking our cars upstairs. We know they can be driven up inclined planes or raised by elevators to the upper floors, and it is evident that as the numbers of cars in our great cities increase the only practical solution of the difficulty of finding temporary parking places and garaging accommodation is by the provision of buildings of many floors, and perhaps many basements, containing an enormous amount of floor space. In no other way can a great number of cars be stored within a limited area.

It is conceivable that the woman shopper of the near future may drive her car into a department store. An electric lift will whisk it from the ground to an upper floor or the roof, and it will remain there while the purchases are being made. When required, the car will be brought down in less time than would be occupied by the task of getting it out of a crowded parking place.

No doubt these wonderfully organized businesses would devise a system by means of which purchases made in any part of the building would be conveyed to the upstairs garage and placed in the respective cars. The whole matter would be so simple and convenient that customers would not ask firms to deliver any but the larger goods, and this would relieve the roads of many small delivery vans. Think of the convenience to the woman shopper. In wet weather she would enter her closed car housed in a garage which would be an integral part of her residence and could be entered without the owner having to place foot over the threshold. She would drive to the great store and step out in the brightly lighted and well-warmed vestibule where lifts would be waiting to hoist her car to an upper storey until it was again required.

Theatres, great cinemas and restaurants with roof garages may be designed, and perhaps there may come a day when we shall book upstairs bed rooms for our cars as well as for ourselves in sky soaring hotels centrally placed in our great cities.

Are these mere dreams? Already in the heart of London's theatreland there are many-floored garages open night and day for the cars of pleasure seekers, so further developments may surely be expected. Owner-drivers would appreciate the convenience of being able to garage their cars in the buildings in which they dined, danced, or were otherwise entertained. At present they must either employ chauffeurs when they wish to go out in the evening, or must undergo the discomfort of having to walk in dress shoes from the garage to the place of amusement. It may be, therefore, that the great haunts of pleasure seekers will some day supply adequate accommodation for pleasure cars.

PARKING DIFFICULTIES

So far as the public parking places are concerned, we all admit that they are a great convenience, but there are irritating limits to the time during which cars may be left in them, and many of them are much overcrowded during certain hours of the day. In many cases cars have to be parked as close together as possible, and, as all drivers are not expert, damage to coachwork and wings is by no means uncommon. Backing into the only vacant place in a long rank of cars has caused many a driver more anxiety than he has ever felt when making the final putt on the 18th green which will win or lose for him a club championship. The failure of a motorist to hole out at the first putt may be very expensive indeed.

In many parts of London we are in need of more public parking places, and the same thing may be said of nearly all our cities and towns, large and small. Unfortunately it is in the most congested business and shopping centres that sufficient parking places are most difficult to find, and local authorities are faced by many difficulties. Residents in once quiet squares may raise strong objections if their former seclusion is destroyed by the continuous arrival and removal of cars which are no longer allowed to remain stationary for more than a few minutes in main thoroughfares. Shop proprietors, who contribute much to the rates, also complain bitterly that their trade is injured by harassing restrictions which forbid motorists to stop anywhere but at appointed places, which may be at considerable distances from the shops they wish to visit. Motorists themselves, and particularly women motorists, display animosity when they find that the police issue summonses against them for leaving cars outside shops for periods which (seemingly, at least) may be only a few minutes. They say, with much justice, that they are given no warning regarding these regulations, and that there are no directing signs to show where the nearest parking places are to be found. I know one young woman driver who told me, almost with tears in her eyes, that she had been fined, and that some 20 other women motorists had been fined on the same day, in a country town, for leaving their cars outside shops, though, until the summonses had been issued, they had no knowledge of the local regulations.

THE TIME LIMIT

Certainly, I think they had cause to complain. In streets in which cars are not allowed to stand for more than a few minutes there should be notices prominently displayed, and these should state the time limit, and should also indicate where the nearest official parking places are to be found. In many districts the police have a way of allowing motorists to do much as they like for some months. Then one day it appears to be decided that regulations are to be enforced strictly, and the result is a batch of summonses and resultant fines. It appears that the police consider that a general "round up," which is reported in the Press, is more effective than a few isolated proceedings for offences spaced over a long period. They may be right, but it is hard luck on those who are rounded up without warning.

The particular young woman to whom I referred had left her car outside a shop in which she intended to make a purchase, which might have occupied two or three minutes, and had she not found, quite unexpectedly, that there was a bargain counter all would have been well. As it happened, when she left the shop she found a policeman, usually employed on point duty, waiting for her.

To sum up, we need, especially in our great cities, more public parking places and prominent signs showing where they are to be found. If more could be provided, the time limit could be extended. Private enterprise, which may be very profitable, will certainly produce in the near future more huge garages with many floors, and these will be capable of accommodating so many cars that the charges will be reasonable. Mass production of cars involves mass storage of cars.

To private enterprise we must look for the solution of our difficulties, but one suggestion which may not be so wild as it sounds is that public authorities might consider the possibility of allowing private companies to construct underground garages beneath some of the open spaces under public control. Before we regard the idea as absurd and visionary, we should remember that not many years ago few of us would have believed that there would ever be a railway station beneath Trafalgar-square. The increase of motor traffic involves problems which must be faced.

Attention is drawn in an article on this page to the duties of pedestrians as "traffic units." Our illustration shows an overcrowded refuge in a busy thoroughfare.

MOTOR OMNIBUSES AND COACHES

IMPROVED DESIGN

SPEED, COMFORT, AND SAFETY

(BY OUR COMMERCIAL MOTOR CORRESPONDENT)

Two of the greatest improvements which have been made in recent times in the design of motor-coaches are stability and deceleration power. Speed capacity has increased as the natural result of the search for greater efficiency. Emphasis is often wrongly laid on speed in general, with the consequence that the importance which should attach to average speed is given to maximum capacity. For example, what matters is not so much that a coach can touch 50 miles an hour on the level as that it can average 30 miles an hour throughout its journey. It is this wrong conception of speed and its value that gives rise to many loose statements about this form of modern travel. From the operator's point of view, which to some extent must coincide with that of the public because unless a coach can prove a paying concern the public will not benefit by it, a relatively high average speed clearly influences earning capacity, for it means that a vehicle is able to do more miles in the year and so reduce proportionately overhead charges. In other words, the coach which does, say, 25,000 miles a year will cost less a mile to run than one which does only 15,000. Always provided that safety and comfort are afforded in the greatest possible degree, the travelling public naturally prefers not to waste time needlessly on the road, and so average speed is here also an advantage.

EFFICIENT CONTROL

Speed cannot be considered by itself, and safety has rightly become an essential factor of success in the coaching movement. This means that improvement in speed is not advisable, nor will it prove sound for business, unless the controls, such as steering, suspension, and braking are also improved. It is here that progress is apt to be overlooked, for it is no exaggeration to say that, taking into consideration the advance which has been made in tires during the last year or two, the coach of to-day travelling at 40 miles an hour is considerably safer than one of a few years back travelling at 25 or 30. The pneumatic tire has contributed greatly to stability and general safety, for, apart from comfort, better road holding qualities are obtained, while depreciation of both the vehicle and the road is substantially less, even allowing for higher speeds. With more efficient chassis suspension, this means that steering action is more sure, sideslip is less frequent, tractive effort is greater since there is less wheel spin, and braking is obviously more effective the better the wheels follow the contour of the road surface.

Moreover, with the desire for higher rates of speed and consequent increase in the safety factor, designers have lowered the centre of gravity of vehicles by setting frames nearer the ground. The dropped frame has done much towards steadier running and freedom from swing on corners or when the vehicle is being turned. Better weight distribution is another advantage, and it is contributed to by the driver-beside-the-engine position, long advocated in *The Times* and now becoming universal, which also increases the earning capacity of the coach by allowing a larger load area for a given length and wheelbase.

ACCESSIBILITY OF PARTS

The drawback to forward control two or three years ago was the inaccessibility of the engine and its components, but this difficulty has been overcome and there is hardly a British model of 1930 passenger-carrying chassis, on which the driver sits alongside the engine, where the various parts cannot be got at easily or the engine removed without entailing undesirable cost. The low frame, while increasing safety and comfort, does not tend to accessibility of parts behind the engine, and with some coachwork the removal of units or the adjustment of parts must be done from a pit. Coachbuilders are notoriously indifferent to the needs of the chassis operator, and although some firms appear to realize the great importance of accessibility in its influence on low maintenance cost, there is much scope for improvement in this direction. As an illustration of the manner in which the British chassis manufacturer tries to reduce the cost of vehicle upkeep, it may be said that on one new design of passenger chassis the radiator, engine, clutch, gearbox, complete with the front springs, axle, and road wheels, can be removed as a unit after a few bolts, which are specially marked, have been withdrawn from the side members of the frame. Centralized or grouped chassis lubrication is another feature which, by tending to reduce the amount of labour needed in the upkeep of a vehicle, lowers its cost of operation.

To return to average speed, engines have not only been made now to run faster, but to be more lively and flexible, and good acceleration is obviously an advantage. Lighter reciprocating parts without sacrifice of strength, better valve and manifold design, and more efficient lubrication—upon the success of which engine speed must always depend—are largely answerable for improved powers of picking-up. It is satisfactory to note that engine oil is being more efficiently cooled, and several makes now have regular oil radiators.

SIX-CYLINDER ENGINES

The six-cylinder engine, as was foreseen, has come to stay, and I should not be surprised to find in a few years' time that the eight-cylinder is popular for coachwork. The increased smoothness and acceleration and the decrease of noise are points which appeal to travellers and also to coach owners. More progress might be made in reducing the hum when a vehicle is running on the indirect gears, and those firms are to be commended who are trying to provide greater comfort in this respect by fitting what is known as a silent third.

The majority of British passenger chassis now have six brakes, and the pedal or four-wheel brakes work with servo assistance, usually of the vacuum type. This is a great step forward. In the end safety on the road is largely dependent upon the driver, and there can be no doubt that if he is made reasonably comfortable and spared unnecessary fatigue he will do his work better and be more prepared for emergencies. The separation of the driver from the passenger compartment, the improvement made in cabs affording better visibility, the lighter and surer steering action, easier clutch and gear change, and smooth, powerful braking with little physical effort are all features which have their influence upon the safety of coaching and add their quota to the justification of higher speed. At present the four-wheeler is mostly used for ordinary coach services at home, but the six-wheeler, especially for double-deck work, is being rapidly adopted for municipal operation both at home and abroad. There is much to be said in favour of this type, especially for big loads. By reducing the number of prime moving units over a given distance and for a given number of passengers conveyed, the six-wheeler can reduce traffic congestion while giving more comfort in travel and considerably greater immunity from sideslip; and it does less damage to the roads than the four-wheeler.

THE PETROL TANK

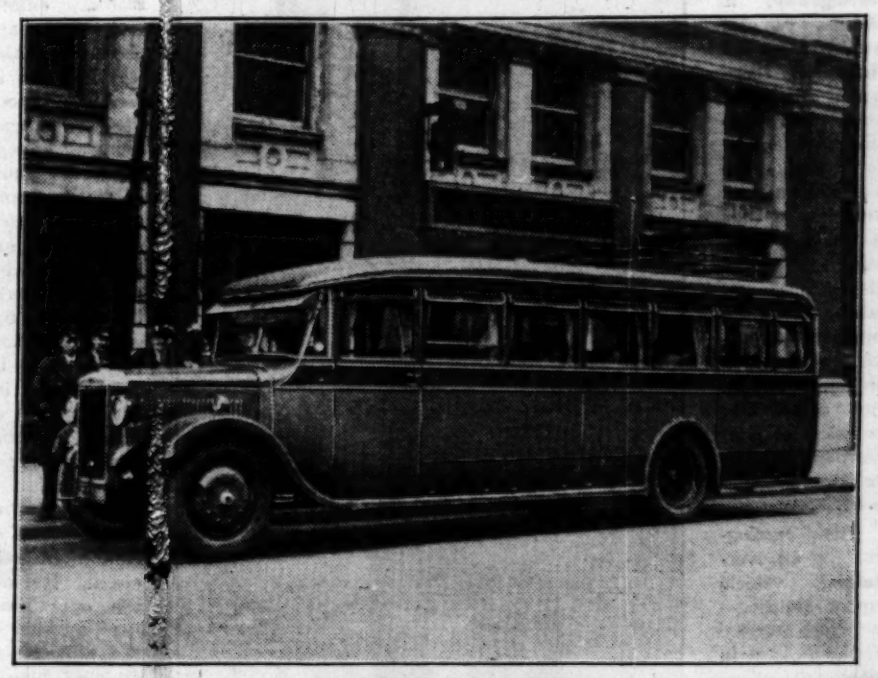
Some progress has been made in the fitting and placing of petrol tanks to obtain greater safety in the event of accident or collision, though it seems that risk must always be present until the engine that can run on heavy oil has been developed sufficiently to make it suitable for passenger-carrying work. Emergency exits are freer and can be opened from inside or out, while not long ago I saw a vehicle in which the back door could also be opened from the driver's seat. An example of an emergency exit from the upper deck of an omnibus is that in which a part of the near side lets down and forms a ladder to enable passengers to reach the ground.

Body fittings are more complete and some of the latest coaches are very luxurious. The view given to passengers is now very good, and ventilation and interior lighting are far better than they were a year or two back. Very little has been done so far to provide a proper system of heating. The central gangway is almost universal in coaches, while in double-deck omnibuses some of the latest models have a gangway on each side of the centrally placed groups of seats on the upper deck. Seats are better upholstered and usually have spring backs, or are well padded, in addition to being shaped.

A LUXURIOUS COACH

One example of luxury and comfort in coach travel by road which is fast becoming standardized may be briefly referred to and it is one that railway companies would do well to note. In British Pullman limousine single-deck coaches which have been designed for Continental touring the chassis are equipped with a silent type of 6-cylinder engine, giving over 100 brake horse-power, four-wheel power-assisted braking, hydraulic shock absorption with the springs, and a light type of steering gear. The chassis are capable of high speed, but the controls are such that the factor of safety is high. These four-wheel vehicles run on giant pneumatic tires, twin at the back. The restriction of seating accommodation, so that ample room for each passenger is afforded, is becoming generally more noticeable. There are 15 arm-chair seats in five rows of three. Each chair is fitted with arm-rests and head rolls; and a small glass-covered folding table, a rug, an ash-tray, and an electric lamp are provided for each passenger. In addition, there is at the back of the coach a lavatory, and a buffet for tea. There are special drop windows with the control within easy reach of the passengers, and each window has a blind. The floor of the saloon has a pile carpet, and the seats for the courier and the driver are separated from the main saloon. Luggage is stored in watertight dust-proof lockers on each side of the body. Each locker holds one of the special suitcases supplied to passengers.

Bodies are constructed lighter, which decreases the dead or non-remunerative load to be moved by the chassis. The sunshine roof in one form or another is growing in popularity. Finally, considerable headway has been made in this country in the last few years in linking up and extending road services.



Long distance motor coaches. One of the Daimler coaches on the London to Edinburgh daily service.

Luxurious modern road travel. A Crossley 38/110 h.p., six-cylinder, double-deck omnibus. It seats 50 passengers.

THE ELECTRICAL INDUSTRY

RELATION TO MOTORING

(By Raymond J. Mitchell)

Not even the practical imagination of a Jules Verne could have discerned in a Benz car of 1896 the prototype of a mechanism destined to foster the development of one of the important branches of electrical effort. Yet so great has been the advance since those seemingly remote years that one is tempted to belittle the practical ideas of a generation of engineers who could design a car possessing no electrical equipment whatever.

Most of the early uncertainties of motoring centred in the woful inadequacy of the ignition system. The coil and battery *ensemble* did well enough when perfectly installed and as long as the battery was not in a state of partial or complete discharge. Numerous shortcomings in battery-coil ignition led to the Bosch magneto, its British counterpart by Simms, and, in the decade before the War, to the rising of a new giant industry capitalized in millions of pounds and employing thousands of people. This was the electrical industry's first great co-operation with the motoring movement, if one excepts an earlier attempt to popularize electric passenger cars.

It was natural to apply electricity to lighting the car and inevitable that the car should carry its own generator and battery for storing energy for use when at rest. The starting problem proved not so simple, although by 1914 numerous equipments were available, some good and many very bad. Batteries came in for renewed research; an altogether lighter type for very heavy rates of discharge became essential. The engineer met the need, and to-day many people who own cars could hardly say where the battery is located in their vehicle. So much for reliability.

IGNITION AND DAZZLE

Aeroplane technique, rushed forward by War-inspired demands, grew into an exact science in five years, and this assisted the motor industry in numerous ways, but in none more decidedly than in placing the ignition problem on a scientific plane and in hastening the solution of the residual problems connected with the production of downright reliable magnetos for aero engines. The B.T.H. Company took a prominent part in this endeavour and helped us to gain the national honour of being the first to fly the Atlantic "non-stop." Oddly enough, the magneto has gradually declined since 1920 and appears likely to be restricted in use to motor-cycles, high-grade cars, and public service coaches and omnibuses. In the last Olympia Show some 60 per cent. of cars were coil equipped and 30 per cent. fitted with magnetos, leaving a residuum with dual ignition equipment.

Apart from ignition problems the electrical industry has solved many other technical conundrums affecting the motorist's comfort and safety. The modern headlamp with its gas-filled bulb enclosing a spiralized Tungsten filament is one of the most interesting products of science and craftsmanship in alliance. Properly focused, as it can be, and fitted with the correct type of dual filament bulb, the dazzle problem can be largely overcome, and certainly rendered no longer troublesome. Dazzle is merely an example of "dirty" light—light in the wrong place. There is no need for it, providing the optical knowledge now available is applied. Signs are apparent that work in this field will shortly supply a complete practical compromise sufficient to make dazzle danger no worse than, say, skid danger, and perhaps less. Warning signals on the car have lately been enormously improved. The old raucous saw-tooth note has given place to a more decidedly pure tone, having associated with it a number of high frequency harmonics which give the warning an imperative character without shock to the hearing faculties.

ELECTRICAL EQUIPMENT

Other electrical equipment of indispensable value includes the automatic screen wiper, the spot-light, the warm-air assister for starting, various types of signalling indicators, and latterly the electro-magnetic fuel pump in lieu of the vacuum system of petrol feed. A modern motor-car indeed consists largely of an electrical system superimposed on a mechanical system; the electrical system is certainly the more intricate in design and manifold in its functions.

One famous ignition pioneer, Bosch, now makes one of the best known pumps and allied equipment for solid injection fuel admission in the Diesel type of motor engine.

Other contributions of the electrical industry to the motoring movement include a persistent attack on the electric vehicle problem, both trackless trolley type and accumulator operated. The success of the former is self-evident, while of the latter many hundreds of vehicles are at work in municipal service in Great Britain and also as electric accumulator delivery vans in City areas, where low cost of operation and simple handling are more vital than high speed.

At any time the advent of yet another product of the electrical industry—an enormously improved accumulator—may alter the entire outlook concerning internal town transport. Eventually, in the writer's opinion, the majority of motor-vehicles will be pure electrics, but that may be a distant period. The watchword of the electrical industry, in relation to the future of motor transport, is "electrification."

BRITISH COACH BUILDING

CARS AND COMMERCIAL VEHICLES

FURNISHING AND FINISH

(BY OUR MOTORING CORRESPONDENT)

The British coachbuilder has made good headway during the last year, not only in the design, furnishing, and construction of bodies for cars, but also of the commercial vehicle for both passenger and goods conveyance. Especially is this the case with coaches and omnibuses, and a fair proportion of the success of this form of commercial transport is due to the great improvement in body work.

As to cars and the types of body which are mostly used in this country, the usual open touring car is certainly in a small minority now, and the saloon of the usual kind may be said to be by far the most popular. The saloon with a roof which can be wholly or partly moved forms a very good compromise where the design and construction are sound. This body is generally called a sun saloon. There are various patterns of movable roof. Some are better than others, and the prospective purchaser should select a make which has stood the test of time, for few things are more irritating than a leaky or draughty roof.

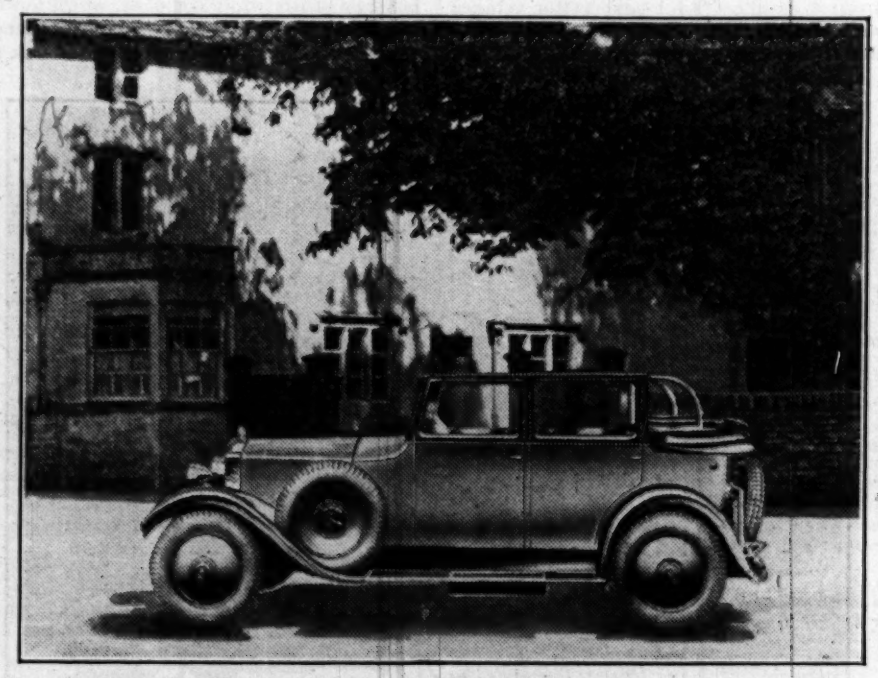
THE SPORTS COUPÉ

The body known as the sports or sportsman's coupé has made great strides in popularity since it was first introduced two or three years ago. The usual form consists of a broad and very comfortable front seat which will take three persons if required, while there is a smaller seat fairly close behind which will take two persons. Entrance is given to both seats by one exceptionally wide door on each side. The back seat can usually be taken out when a large amount of additional room is needed for luggage. By keeping the back seat up towards the front, a boot of useful size can be made as part of the body behind and yet be within the wheelbase, or nearly so. A grid can also be used. Luggage can be put into the boot either from inside or outside the car. The whole arrangement is convenient for two or three persons intending to tour for some time. While retaining much of the charm associated with a two-seater, the car is capable, when required, of carrying five persons and some luggage all under the one roof. A sliding roof can be had with this type of coachwork. The sports car has undoubtedly had a substantial revival during the last few years, and I see no reason why it should not continue. An open touring body is supplied in this case, and these bodies have been so improved that, while being light and built so as not to offer needless wind resistance, they afford a very reasonable measure of comfort and protection. For the larger types of car which are, as a rule, wholly or largely chauffeur driven, the enclosed limousine and enclosed landaulette are the most used; while such firms as Barker and Windover build the Pullman limousine and the Sedanca de Ville. The American has improved his bodywork very much lately, but in grace of line, general harmony, and good taste our coachbuilders can still be said to be second to none.

COMFORT IN THE CAR

The furnishing of cars becomes more complete each year. Even on inexpensive saloon cars of British make such fittings as arm-rests, adjustable front seats, rear blind workable from the driver's seat to prevent dazzle on the screen from lights behind, door locks and glass louvres at the top of the windows to permit ventilation, while excluding rain, are included as standard. There is a tendency towards making the six-light saloon windows all movable, as is the American custom, and Transatlantic designers have in turn at last taken to adjustable front seats. More might be done on some of our cars to provide comfortable foot rests. A useful pattern which was fitted to a car which I tested not long ago consisted of individual sloping V-shaped boxes which made a restful angle for the feet. They could be used to hold tools, and other impedimenta. They were easily lifted out of the holding slots attached to the back of the front seats, and so removable from the car, leaving the floor space free for luggage. Most British cars are now properly ventilated in front, and overheating is reduced by leading the exhaust pipe down from the front or middle of the exhaust manifold. A ventilator in the top of the scuttle workable by a handle on the instrument board, or foot operated ventilators in the sides of the scuttle are customarily provided, while some makers supply ventilators along the top of the screen, just below the roof. A roof ventilator also is often fitted in the centre of the rear compartment. Some American makes of car have not in the past proved satisfactory to owners in regard to ventilation, and I have had a number of letters from persons complaining that in hot weather driving or sitting in the front seat was by no means a pleasure. One correspondent sent me a long description of his discomfort and explained that he always carried a thermometer to record the temperature of his feet, a plan which seemed to me to intensify his misery. Serious attention has recently been paid by more designers not only to ordinary ventilation but to the elimination from the body of fumes from the engine. Breathing methods have been improved, and in the case of one well-known new British model there is a system known as an anti-headache device in which there is a special air filter on the top of the cylinders. This air filter collects the fumes from the breather and keeps the air in the car clean. The air supply is drawn through a series of holes in the base of the cover on the top of the engine. On the upper half of this case is a quantity of air cleaning material, which is put through two large apertures with snap-on covers. Connected to this chamber by a rubber hose joint is the air intake pipe to the carburettor. Thus, the air for the mixture must be drawn through the holes in the bottom of the cover, then through perforations in the ends of the horizontal partition which carries the cleaning material, and out at the centre through the pipe which connects with the carburettor by two bolts.

The one-piece windscreen, which gives unrestricted view, is almost universal now. When it was first introduced a number of makers fitted it so that it would open only a little for ventilation. To-day, however, the great majority can be opened out sufficiently for the driver to get a direct sight of the road, which is a matter of importance in foggy or snowy weather. The tandem, or double wiper, is not yet fitted as standard by many firms, and the type of wiper which ceases work when one most wants it is still too often supplied. Loose cushions are coming into favour, but they are used on the more expensive bodies.



A 20 h.p. Rolls-Royce with a Tickford body. This model can be used as an open, semi-closed, or closed car.

PNEUMATIC UPHOLSTERY

The adoption of pneumatic upholstery appears to be rather slow, which is surprising, as rubber is cheap and this form of seating, if properly designed, can give the greatest comfort and is self-adjusting to individual needs. Tool accommodation still remains rather haphazard except in the case of a comparatively few manufacturers who take the trouble to study the detail requirements of the owner-driver. Practically no headway has been made with automatic tire pumping, and this is not at all satisfactory. Easy and labour-saving means of testing and pumping tires are all the more needed now that practically every car is run on low pressure tires, because for economy these tires should be tested frequently and kept to the correct pressures. Floorboards are not always made draught or rattle proof, nor as easily removable as they should be. In fact, cars of any nationality in which the floorboards are designed with practical common sense are exceptions which prove the rule. Jacking has made some progress, because it is now possible to get without unreasonable expense hydraulic jacks, and there are systems, permanently installed in place on a car which either lift up the whole side of the car mechanically by winding a handle, or raise any of the four wheels or all four at once, according to the setting of a valve on the running board, by moving a handle backwards and forwards, the movements creating hydraulic pressure.

We come now to coachwork finish. The fabric body was adopted with such impetuosity on the Continent, and subsequently in this country, that the pace was too great to last, and in France the metal and paint exterior has returned. There are signs also that the fabric covered body is waning in popularity in this country. There are, of course, points for and against it.

THE METAL BODY

The reduction of weight in the metal body, together with the labour-saving cellulose finish, have done much to regain the place formerly occupied by the painted body. A cheerful face is a boon anywhere, and a cheerful looking motor-car is much more inspiring than one which has a dull appearance. The two and three colour schemes, when in good taste, are to be commended, and the introduction of chromium plating has given the motor-car a charm which is pleasing and is inexpensive to keep up. Lines have changed very much in the last few years, and, in my opinion, much for the better. The object is now to obtain a long, low appearance, by various devices, and yet give a proper amount of headroom. The suggestion of speed which is given to the car of to-day, even when it is stationary, is attractive and appeals to the majority of motorists. The aim of the body designer is to reduce weight as much as possible without sacrifice of strength and rigidity. Reduced weight, of course, allows a car increased acceleration and deceleration for a given size of engine and braking surface and power. I should like to see the front pillars on many saloons reduced still further in width so that the range of blindness of the driver would be decreased; and more could be done with flexible mounting of the body and with making the chassis take the weight of the seats and passengers.

No review, however brief, of modern coachwork would be complete without a short reference to the great advance which is being made in the bodies of coaches and omnibuses and in special types of goods-carrying bodies. Certain British firms, after a good deal of experimenting, are really getting towards the solution of the light yet strong passenger body. America is taking the matter up, and there are coaches which take 27 passengers and are run on coast to coast services—namely, from New York to San Francisco—with bodies which show much improvement on former types, although in reduction of their weight they are not exceptional. The bodies are made chiefly of metal and with a liberal use of duralumin and aluminium, while the frame is of light steel strips with holes punched out for lightness. A body of this kind, lavishly equipped, weighs something over 45cwt.

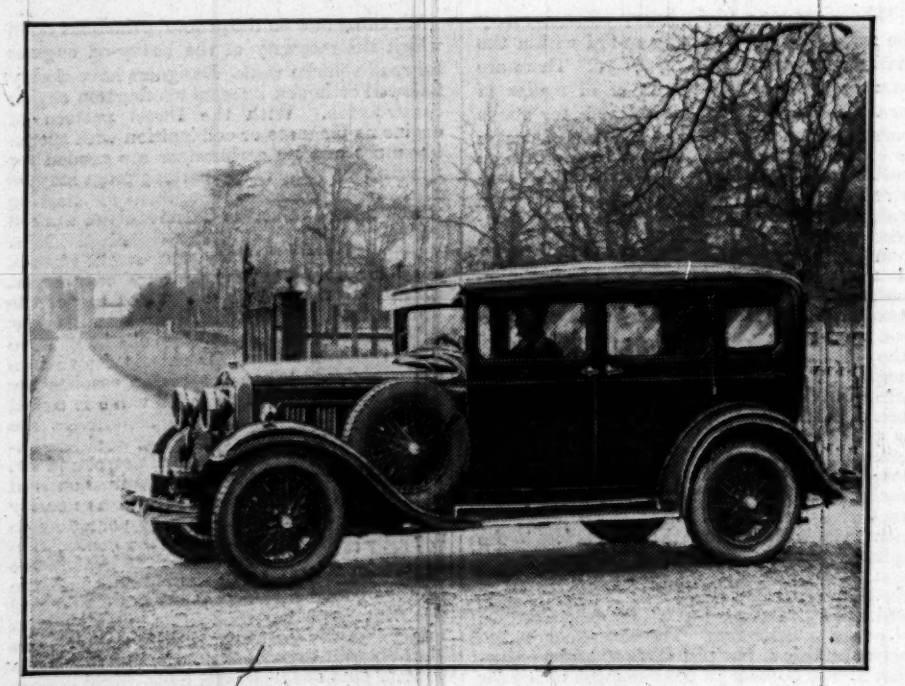
In one of the best known English examples of light-weight all-metal bodywork the advantages claimed are decrease of bodyweight, reduced petrol consumption, less wear on tires, brakes, and transmission, immunity from extreme climatic conditions, and a higher factor of safety in case of fire or collision. I see no reason why these claims cannot be substantiated. In a double-decked body with a covered top a totally enclosed staircase is provided and the accommodation is for 52 passengers. The main framing and floors are of aluminium alloy having an ultimate tensile strength of 25-28 tons per square inch, and the panels are of aluminium sheet. I understand that about 50 bodies of this type have been in service for two or three years and have given complete satisfaction. The interior lining panels are of ply, covered with scratch-proof leather cloth to match the upholstery. The lower saloon roof is fitted with an inner ply and metal lining which gives a clean appearance devoid of projections. The upper saloon roof is a patented design in which the roof sticks are fitted outside, leaving the inside quite clear. Both roofs are additionally supported by six stainless steel stanchions in each saloon. There are 12 drop windows, and each can be removed without detaching the inside panel or garnish rail. There is a metal louvre over each drop window. The seats are supported on pedestal legs and have pressed steel back supports. There are two lamps for the interior lighting in the lower saloon and fourteen upstairs. In addition a lamp is fitted over the staircase and one over the back platform, while of four destination indicators, two at the sides and one at the rear are illuminated from the interior lighting and the forward one is operated from the driver's cab. Both saloon floors have cork matting, so fitted that replacements can be easily made.

IMPROVED LIGHTING

While referring to lighting it may be mentioned that in a low overall height double-deck, covered top omnibus body made by the same firm, the upper saloon is lighted by shallow pattern well glass fittings mounted on the roof, while below lights are fitted behind translucent non-inflammable celluloid forming panels along the entire length of the lower saloon roof. In this omnibus the seats upstairs, following the latest fashion, are in rows for three persons abreast, facing forward, with a gangway on each side. The staircase is built with an easy pitch and slope, and is enclosed with the main body framework. A low one-step platform conduces to comfort and safety. The driver has a fully enclosed cab with a proper door on the off-side. In this type of omnibus the spare wheel is kept under the stairs. Better accommodation is now provided on coaches for the conveyance of luggage, and ventilation is adequate. On the Pullman type coach additional luxury is secured in many cases by carpeting the floor with material which tends to absorb vibration. Low appearance and stability are obtained by dropping the frame. There is a neatness and harmony of line about the latest British coach and omnibus models which is not equalled by the productions of other nations, and to these qualities, combined with efficiency and assured reliability of the chassis, is no doubt largely due the popularity of our models not only at home but in many parts of the world.

GOODS CARRIERS

Many goods carrying bodies designed for special purposes, from tankers for carrying liquid in bulk—oil or milk—to vehicles for the transport of cattle, are now made. In one of the latter the tailboard is hung 17in. from the ground, and when it is lowered it automatically drops the back central portion of the floor to the level of the tailboard when extended. When the tailboard is closed the floor rises to a position level with the animals. There is a partition across the body at a point in front of the forelegs of the animals, and this space is clear for loading sheep, pigs, or calves. Entrance to this compartment is by a sliding door on the off-side towards the front. There are wrought-iron rings and rope holes on each side. The back of the cab has a steel plate to prevent the animals from doing injury to their heads or horns. In another type of motor cattle float, recently acquired in considerable numbers by one of the railway companies in this country, the patent body is built to carry up to eight cattle or 100 sheep. To carry so many sheep more than one floor is necessary, and the second one is slung from steel cables which are attached to the corners and the mid points of the sides. These cables are taken over pulleys at the top of the sides down the outside of the vehicle and back to drums which are set in a shaft across and below the back end of the body. Thus the six cables are worked together and two men can raise or lower the floor even when loaded. The tailboard has a folding extension at the top, and when opened out is about 11ft. long. Being solidly built for use without extra support, the tailboard is, of course, heavy, and a small winch is mounted on the side of the body in order that it may be worked easily. This arrangement avoids the necessity of loading the sheep at a high level, since the upper floor can be lowered for the purpose and raised afterwards. There is a device for locking the upper floor so that there may be no stress on the cables. The sides of the body are close-boarded below, and consist above of alternate slats of wood and wire netting. There are now British vehicles to suit all kinds of transport which can be undertaken economically by motor on the road or across country, even up to a special eight-axle trailer, with 32 wheels and 64 tires, for the conveyance of 110-ton loads, such as electrical transformers.



The latest model Wolseley 21-60 h.p. six-cylinder "County Saloon de luxe."

THE HEAVY-OIL ENGINE

THREE EXISTING SYSTEMS

REVOLUTION IN HEAVY TRANSPORT

(BY OUR COMMERCIAL MOTOR CORRESPONDENT)

Almost every commercial motor manufacturer of consequence is now experimenting with the heavy-oil engine as applicable to the motor-vehicle, and this intensive interest and research must lead to definite and practical results. Already there are on the market standard goods-carrying models which can be run successfully on fuel which at present costs between 4d. and 5d. a gallon. The need of cheaper transport of all kinds is urgent in order that retail prices may be reduced and markets both at home and abroad stimulated. With larger sales, bigger factory output becomes possible. Overhead charges can then be reduced and selling prices lowered accordingly. Any means, therefore, by which conveyance charges can be lessened is worthy of serious consideration. Apart from other advantages, such as lower fuel consumption, with low-grade-oil engines the actual saving in fuel purchase price—on a basis equivalent in mileage to petrol—with a small fleet of vehicles consisting of 15 lorries or vans can easily amount to about £2,500 a year.

What is the present position of this development, which seems destined to produce a revolutionary change in the economics of the internal combustion engine? At present the heavy-oil engine for motor-vehicles is apparently being evolved largely upon the Diesel or compression-ignition principle. The firing of the charge in the cylinder takes place owing to the heat generated by the very high compression to which the induced air is subjected towards the end of the compression stroke.

SOME LIMITATIONS

The drawback of heavy weight to power output at once arises, since to withstand such stresses as must occur with high compression, parts must be made considerably more robust than in the petrol engine. Thus at the moment the heavy-oil engine is mainly confined, so far as road transport is concerned, to goods-carrying vehicles of the larger capacities. A start, however, has been made. Another limitation of a serious nature attendant in some degree upon high compression and heavy weight is the lack of flexibility or capacity for high revolution rate for power development without large cubic capacity. This limitation tends to restrict the use of the compression-ignition engine in its present stage of development to heavy goods transport where time and average speed are not necessarily the primary economic factors. If a good power to weight ratio, flexibility, and quietness could be obtained, passenger carrying by road might well be revolutionized. Motor-vehicle designing is necessarily complicated because of the varying and ever-changing loads to which an engine is subjected, while lack of expert knowledge and skill in handling is a factor which cannot be left out of calculation.

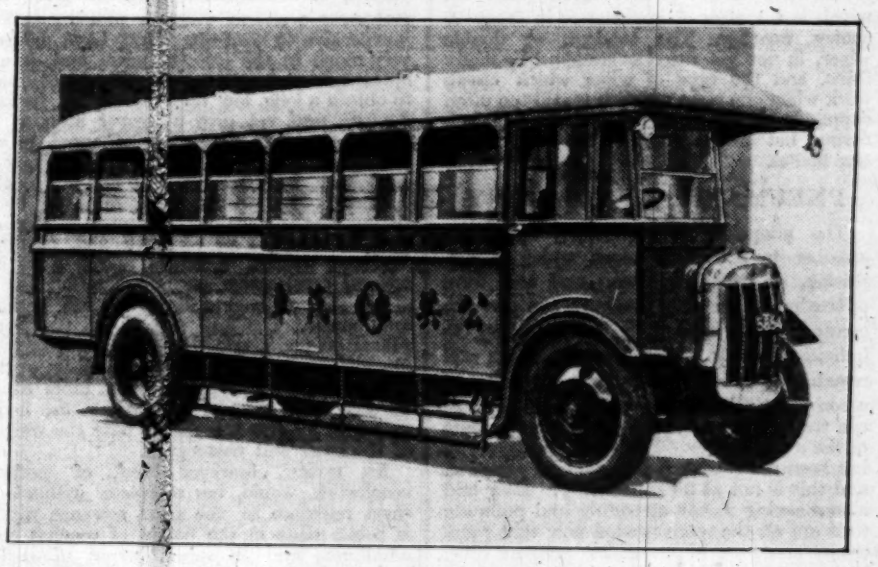
Before dealing with the general types of engine as used in Great Britain and elsewhere and the principles upon which they work, it will be well to consider the advantages and disadvantages of the heavy-oil Diesel engine. The greatest of the disadvantages, in my opinion, is the comparatively low power to weight ratio, which can be easily understood when it is remembered that the average compression-ignition unit is about 20 per cent. heavier than the equivalent petrol engine, while the compression pressure is probably about 450lb. to the square inch as against a maximum of 100lb. Most of the engines on the market are designed to run at only 1,200 or less revolutions a minute, and the highest rates attained are approximately 1,600 r.p.m. This means that power must be obtained at the expense of economic engine size.

STARTING THE ENGINE

Starting must also be regarded as an unfavourable feature, though perhaps not a serious one, at any rate in civilized parts of the world. The high compression needed for ignition, unless sparking plugs are employed for preheating, means that hand cranking is of little use. This implies dependence on mechanical or electrical means, and a possible, if not probable, source of breakdown owing to failure of the auxiliary or lack of power supplied to it. One English maker uses a small petrol motor-cycle engine with frictional connexion. This is a fairly simple method, but it has obvious drawbacks. The thudding noise which occurs at some speeds with the heavy-oil engine must also be taken into account, more especially when this type of power unit is considered for passenger work. Then the price of fuel is obviously a matter of importance. It has been urged that if the demand for heavy oil of this kind were to rise to substantial proportions, the oil companies might advance the price appreciably and much of the advantage to be gained from the use of the heavy-oil engine would immediately disappear. It is, of course, possible that with a wider market the price would be put up, but at the worst it is probable that the balance of advantage would still remain on the side of the heavy-oil engine.

The claim has often been made in the last few years that the Diesel type of engine would change all road transport in the immediate future, but the prophecy that to-day we should all be running our cars on oil at 4d. a gallon has been falsified. It has always been pointed out in these columns that the evolution of the motor which could be run on cheap fuel for road work must take time, and this truth has been fairly obvious to anyone who has studied the subject. It is difficult to imagine that the heavy-oil engine can be adapted in the near future to passenger-carrying vehicles, light vans, lorries, and cars unless low compression and a power to weight ratio and flexibility equal to a petrol unit become an accomplished fact and a practical proposition. This would certainly go far towards a solution of the problem, and would be one of the greatest advances made since motor vehicles were first introduced. Development along these lines may well take place before very long, but at the moment we have to consider only the compression-ignition or Diesel type of engine because it is the only form in which the heavy-oil engine is being really tried out in practice.

Two Rover models in the village of Stoneleigh. In the foreground is one of the new 20 h.p. Meteor saloons, and in the background the four-door Light Six saloon.



Running in Shanghai. One of the Tilling-Stevens omnibuses which have been supplied to the China General Omnibus Company, Shanghai. It is 29/70 h.p. and seats 32 people.

SUBSTANTIAL ADVANTAGES

The advantages of the heavy-oil engine may be said at once to be substantial within the limits imposed by existing design. There are now on the market a number of makes of heavy-oil engined chassis suitable for goods carrying, and it is noticeable that the design is cleaner and simpler than was the case in earlier models. The greatest difficulty in construction seems to lie in the means for providing accuracy in the quantity of fuel injected, but progress has been made in fuel pumps. With increasing experience and more data available there will no doubt be improvement, and the use of lighter metals should help towards the reduction of weight in comparison with power output. At the present time the outstanding advantage of the heavy-oil engine is the low price of the fuel as compared with petrol. Even if the difference in price became less marked, as has been suggested, a greater mileage would be obtained for a given load and size of engine. Again, engine lubricating oil consumption is lower; and cooler running, which helps lubrication, is another asset. The heating of the charge is more even, and therefore there is less loss to the cylinder walls. Since the burning and expansion effects are more progressive throughout the stroke, greater evenness of torque results, and this means that a more steam-like output of power is delivered. The consequences are better pulling at low piston speed and a reduction in the number of gear changes called for either in traffic or when climbing. From this two advantages arise—namely, less fatigue caused to the driver—a matter of growing importance which cannot be left out of account—and minimized wear and tear on the transmission and on the tires. With a constant volume of air injection the compression remains constant, while the amount of fuel injected corresponds with the volume of work which it is wished to derive from the engine. This is a desirable form of control. Control of a heavy-oil engine lorry is certainly not more complicated than that of one using a petrol engine. In fact in some ways it is simpler and calls for less skill. It is clearly to the good that the controls and their positions can be perfectly orthodox. I have mentioned as a drawback the question of starting up the engine, but against this may be set the fact that the heavy-oil engine can be driven off under load from cold without harm; it will not give of its best, but its life will not be materially shortened, as would be the case with an engine run on petrol. Combustion can be made satisfactorily complete, which means an absence of exhaust smell, with a cleaner engine. Lastly there is much reduced risk of fire both in the garage or on the road from back fire in the carburettor, or from accident or collision, with heavy oil. This is already a matter of importance, and it is likely to be increasingly so as traffic becomes greater.

PRINCIPLES OF DESIGN

We come now to the general principles upon which the majority of the heavy-oil engines for road vehicles work. Designers have closely followed orthodox internal combustion engine construction. With the Diesel pattern of engine no magneto or coil ignition with sparking plugs and no carburettor are needed for running. In some cases sparking plugs may be used in the preheating chambers for starting up. Overhead valves are fitted and are worked with the ordinary pushrod mechanism. Most manufacturers work on the four-stroke system, which is employed with all car and commercial vehicle engines. This is the working of the ordinary heavy-oil engine. On the suction or induction stroke of the piston, the inlet valve is opened and filtered air only is drawn into the cylinder. When the piston reaches the bottom of its travel, the inlet valve is closed and the piston ascends and compresses the air to a high pressure, to which it would be impossible to subject a mixture of petrol and air. The air is heated by the high compression, and at the top of the compression stroke a quantity of fuel, measured by the pump according to requirements, is injected into the combustion space in the form of spray. The heat in the air is sufficient to ignite the oil, and with the burning comes higher pressure with increased need of expansion. The piston then descends under power in the ordinary way, the burning and expansion continuing through a greater part of the stroke, which gives a more even pressure than does the rapid burning in the case of a petrol mixture, which is more in the nature of an explosion. It is for this reason that more even torque, or more sustained power, at slow speed is obtained with the Diesel type of motor. When the piston nearly reaches the bottom of its travel the exhaust valve is opened and the burnt oil or gas is pushed out by the piston during its upward stroke in the customary way. The only difference then between the working of the two types of engine is in the method of introducing the fuel into the cylinder and the firing of the charge.

THE FUEL PUMP

The fuel pump plays a very important part in the success of the running of the heavy-oil engine, and it forms a separate assembly. On a British four-cylinder lorry it consists internally of four small pumps, one to each cylinder, which are connected to the cylinders by means of high-duty small-bore copper pipes. Inside the pump casing there is a shaft with four cams, one to work each pump. The shape of the cams is so chosen that the injection of the oil shall take place quickly at the moment when each cylinder requires it. There is a centrifugal governor in the pump assembly, and this varies the stroke of the four pumps together, according to the speed of the engine. The governor prevents the engine from being run higher than a predetermined number of revolutions a minute, which in this case is about 800 r.p.m., and in turn is controlled in the ordinary way by a foot accelerator. The driver controls the governor, and the governor the engine. In this 70-h.p. engine the oil pump assembly has been designed to give metering of the oil to within 1 per cent. variation, and yet not to contain parts the clearances of which are so fine as to make them inoperative when wear has taken place. It is protected on the suction side by a series of filters. Should dirt get in there are means whereby the pumps can be cleared of both dirt and air bubbles in the fuel in a very short time.

THE ATOMIZER

Each pump delivers to an atomizer on the top of its cylinder. The atomizer merely consists of a spring-loaded valve with a suitable aperture to cause the oil to enter the cylinder in a spray. It is important that the atomizer should inject the oil quickly and thereafter close the supply so that no dribbling occurs. There is a bypass device on the top of each atomizer, which can be unscrewed by the fingers while the engine is running and allows the oil-pump discharge to escape into the air instead of going into the cylinder. This helps the driver to discover quickly whether any cylinder is missing or to see that each oil pump is working properly. Each cylinder has a cast-iron liner which can be renewed for wear. The cylinders are separately detachable and are water cooled in the ordinary way. The camshaft runs in the upper part of the crankchamber, and the pushrods work the overhead rockers. This engine is known as the pre- or ante- chamber type, in which the spray enters an ante-chamber which is retained normally at a higher temperature than the cylinder. The engine is of 135mm. and 200mm. bore and stroke, with a compression ratio of 14 to 1, or 450lb. to the square inch. With the engine running at 800 r.p.m. the four forward-gear ratios of this seven-ton lorry have vehicle speeds of 20, 11, 6, and 3 m.p.h. At the present time the ante-chamber system is the most popular. There are, however, those in which air injection is used, though this is more applicable to heavy engines, and the direct injection, where much higher fuel pressures are used. For what is known as the rotational swirl system advantages are claimed, such as reduced fuel pressures, the possibility of fixed ignition, and rapid and clean combustion. On the whole, makers obtain differences in power more by the number of cylinders than by cylinder dimensions. Weight for horse-power varies considerably according to the make. It is important that heavy-oil engined lorries should be run on the fuel for which they were originally designed, for disregard of this condition has caused a certain amount of trouble abroad.

OIL FROM COAL

The production of oil from coal in sufficient quantities and at really low price appears still to be a dream of the future, but when practical expansion takes place in this direction it will be of immense benefit to this country, and the development of the heavy-oil engine would cause great changes in various forms of transport. The design of heavy-oil engines will be watched with close attention during the next year or so. Excluding the possibility of the low-compression type coming into practical existence, it will be interesting to see which of the three most used systems survives. With the Diesel engine proper air-blast injection was adopted, and as it afforded a good measure of turbulence means had to be found to gain this feature so necessary to efficiency with solid fuel injection. In the ante-chamber system the fuel is burnt really on a compound principle, because it first ignites in a primary combustion chamber and then passes into the main chamber above the piston, where there is more air and combustion is completed. With the third arrangement one or more jets spray the fuel at an angle under an increased pressure. All aim at turbulence so that the air may be properly mixed with the fuel and the whole burnt as cleanly and completely as possible.

BRITISH MODELS

CARS AND COMMERCIAL VEHICLES

SPECIFICATIONS FOR 1930

(FROM OUR MOTORING CORRESPONDENT)

In the following two sections some particulars of a number of representative British cars and commercial vehicles are given. It is impossible in the space available to detail the construction fully, but the main points of the design are included and from these the general suitability of the productions for various purposes may be judged. It has been considered advisable to omit prices, because English figures are apt to be misleading oversea owing to the charges for Customs, freightage, and so forth in different parts of the Empire; and it is impossible here to give complete and reliable data of cost to cover so many countries. The various makes have been arranged in alphabetical order.

PRIVATE CARS

ALVIS

Alvis cars have for many years had a good name for speed—that is, speed with efficiency and not obtained by merely using a large engine. The four-window "Silver Eagle" saloon has a guaranteed speed of 70 miles an hour, and even on a new car with adverse weather conditions and gradient I have run up over a short distance to over 60. Fifty miles an hour on third produces no valve clatter and 35 can be done on second.

It is an attractive car to drive because the acceleration is good, as is also the balance of the engine and its degree of quietness. The 6-cylinder engine is of 2,148c.c. capacity, and the power is obtained by high piston speed. Light metal is used for the pistons and connecting rods, and the overhead valves are worked by pushrods. There are a pump for the water and dual ignition. The engine is held at eight points on rubber and the separate gearbox similarly at four points. The clutch is fully accessible and the speed lever works in a fixed type of gate on the offside. The open propeller shaft is given a safe speed of over 6,000 r.p.m., and the final spiral bevel drive is housed in an aluminium banjo casing. The springs are half-elliptical; there are four brakes. Alvis bodies are comfortable and well turned out. "Silver Eagle" sports two and four seaters and a four-seater saloon are also made. The two-seater has a guaranteed speed of 90 miles an hour under favourable conditions. It is an illustration of what can be done by high efficiency in design. Wheelbase, track, and ground clearance are 9ft. 10½in., 4ft. 2in., and 9in., and the brake horse power is stated to be 72 at 4,200 r.p.m.

ARMSTRONG SIDDELEY

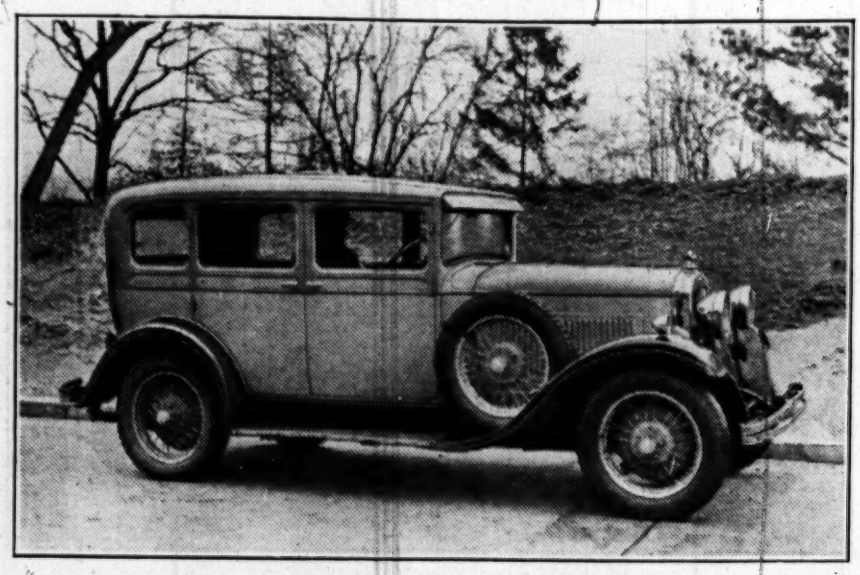
One of the special and most interesting features of the larger models of Armstrong Siddeley car is the so-called self-changing gearbox, which can be had as an extra in place of the standard three-speed box.

This gear is housed in an ordinary case mounted on the front end of the torque tube, and so follows the usual Armstrong Siddeley practice of providing rear unit assembly. There is no clutch in the flywheel as on an ordinary car, its work being undertaken by self-adjusting, contracting bands contained in the gearbox. The contraction of each band brings a gear into action, with the exception of top, where a cone is used. With this epicyclic gearing there is no chance of noise when changes are made, as the wheels are already engaged, being in constant mesh. In place of the ordinary speed lever, which, of course, takes up a certain amount of floor space, there is a dial on the top of the steering wheel in which a small finger and thumb lever moves. This dial is marked, from the top to the bottom, with the gear positions—high, normal, medium, low neutral, reverse. The lever can be moved freely throughout the range from high to neutral, but will click into any of the speed positions. To go from neutral to reverse, a small button on the end of the lever is pressed. This lever is rightly called the pre-selection lever, because the gears can be chosen and set in advance. A pedal, just like the ordinary clutch pedal and similarly placed, allows the changes to become effective directly it has been fully depressed and released. In this way a driver can select his gear early when coming to a hill and make the change when he likes, without fear of scrape or mistake, by merely pushing his pedal out and letting it home again. The lower gears are almost as quiet as top. Again, coasting can be easily done, for from any gear the hand lever can be moved straight back to neutral, which position is obtained directly the pedal has been worked. The car can be braked in the customary way; in fact, it is an asset of the arrangement that the ordinary actions taken by a motor-driver in an emergency apply equally well. If the pedal has been pushed out to free the drive for braking, the same gear or position obtains as before, when the pedal is released, unless, of course, the lever and the dial have been moved as well. When I tried a 20 h.p. 6-cylinder Armstrong Siddeley some little time ago with this four-speed gearbox I found the control very simple, though at that time the pedal pressure was on the strong side. This box is well suited to the 20 and 30 h.p. 6-cylinder chassis. These machines have a respective engine capacity of 2,872c.c. and 4,960c.c. In both cases the valves are overhead, there is magneto ignition with automatic control, and cantilever springing at the back with shackles which can be adjusted to the load. Both chassis have six brakes and forced water circulation. The flywheel incorporates the fan. The water and petrol capacities of the Twenty are five and 16 gallons and on the Thirty seven and 21. The track in both instances is 4ft. 8in. and the wheelbase 10ft. 9in. and 11ft. 3in. respectively. Ground clearance is about 8½in.

AUSTIN

The Austin Seven still finds favour both here and abroad, and deservedly so. This model represents exceptional value, as not only does it provide one of the most inexpensive forms of motoring on four wheels, but it also affords a reasonable amount of enjoyment because of the comparative refinement with which it runs.

The fact that the chassis has been out now for a number of years and with really very little radical alteration speaks well for the design, as it is still sufficiently up to date. It may be recalled that the chief chassis features comprise a four-cylinder water-cooled engine, battery and coil ignition, a single-plate clutch, a centrally controlled three-speed gearbox, a divided propeller shaft with the latter half in a torque tube, a three-quarter floating helical bevel driven axle, hand-applied brakes on the front wheels and pedal-operated ones at the back, worm and worm-wheel steering, and a transverse spring in front and quarter-elliptics behind. The engine, which is remarkably lively and flexible for its small capacity of 747.5c.c., although of 7.8 nominal horse power is stated to develop up to 10.5 at 2,400 r.p.m. The crankshaft has two roller bearings which are oiled by vapour, and the big ends catch oil from the pump-fed jets in pockets on the crankshaft webs. The pistons are of aluminium and the valves are at the side. The mechanism throughout the chassis is generally arranged in an accessible way, while there is little doubt that this model would not have achieved the wide popularity it has if the construction had originally been made more complicated. The gear ratios are 4.9, 9, 16, and 21 to 1 on top, second, first, and reverse. The weight of the tourer is only 8¼cwt., and this, coupled with the wheelbase and track of but 6ft. 3in. and 3ft. 4in., undoubtedly helps towards acceleration powers. The saloon will do a good 17, 30, and 40 miles an hour on first, second, and top. The car travels smoothly and the engine runs easily and is not noisy for its size and speed. It is capable of taking three children or one adult and a child at the back, and the driver's seat is adjustable. Unsplinterable glass is fitted throughout the saloon, and a sunshine roof can be had as an extra. The Seven is now made as a two-seater, a tourer to carry 30 to 32-stone, a fabric saloon, a coachbuilt saloon, and a coupé. Perhaps the next most popular Austin car model is the Sixteen 6-cylinder. Here the capacity is 2½ litres and the brake horse power at 2,400 r.p.m. is stated to be 36. The crankshaft runs in eight bearings, which conduces to steadiness. In this model the cooling water is under pressure, as is also the engine oil. The gearbox has four forward speeds with ratios of 5.12, 8, 12, and 20 to 1, while the speed lever works flexibly above the gearbox. There are five brakes. The suspension is by half-elliptical springs with the leaves interlined with zinc, and the shackles have Silentbloc bushes. Thus the springs call for no lubrication. The propeller shaft is open. The chassis weighs 17¼cwt., and wheelbase and track measure 9ft. 4in. and 4ft. 8in., while ground clearance is 8¼in. With 30 by 5 in. tires, the saloon will do about 30, 40, and 60 miles an hour without the engine being unhappy.



The Morris Isis, designed for the motorist at home and oversea who requires a medium-sized car. The 6-cylinder engine develops 54 b.h.p.

BENTLEY

Bentley Motors earned an enviable reputation in motor-car construction in a remarkably short time, and it is not likely to suffer from their latest productions. The two models for brief mention here are the Silent Speed Six model and the 4½-litre one.

The bigger model has a 6-cylinder engine of 6,597c.c. capacity. Following the usual Bentley practice, there are two inlet and two exhaust valves to each cylinder, and these are placed in the head and worked by an overhead camshaft and rockers, which run in oil. Eight bearings are used for the camshaft and for the crankshaft, the latter having a damper in front. There are high compression aluminium pistons and pump water circulation with thermostatic control. There are two ignitions and pressure lubrication. Two carburettors supply the mixture. There is a single-plate clutch with compensated withdrawal mechanism which is automatically oiled. The four forward speeds are changed by an off-side lever, and the open propeller shaft delivers the drive to a half-floating axle with a ratio of 3.5 or 3.8 to 1. There is a vacuum servo motor for the four-wheel brakes, for which there are compensation and primary hand adjustment; the hand-brake lever works separate shoes. The wheelbase is 11ft. 8½in., the track 4ft. 8in., and the ground clearance, with 33 by 6.75 in. tires, is 9in. This Bentley is, of course, of the highest grade.

The 4½-litre model has a 4-cylinder engine. It is certainly a car to please the enthusiast, and, although of the sports type, is tractable and quiet. The engine gives over 100 h.p. on the brake. The four forward gear ratios are 3.53, 4.70, 5.75, and 9.33 to 1, which give vehicle speeds at 3,500 r.p.m. of the crankshaft of 34, 56, 69, and 93 miles an hour on first, second, third, and top. As I know from experience, the engine is quite contented when giving a good 70 miles an hour on third and over 50 on second. The controls are such as to give a driver complete confidence in his machine. There are six brakes, half-elliptical suspension, and the wheelbase is 10ft. 10in.

CROSSLEY

The present Crossley models of car have been on the market sufficiently long to prove their worth in the hands of the public. In both the 15.7 and the 20.9 the general chassis design is neat and to the point. There is a good measure of accessibility, which is always an advantage for economy of upkeep.

The cars are not built especially for speed, but have sufficient for the requirements of the ordinary motorist, while they are good mannered. The 15.7 has six cylinders of 65mm. and 100mm., which make the capacity just under 2 litres. The valves are overhead and are worked by pushrods. There are double springs and forced lubrication. The various adjustments for the carburettor and the electrical parts, such as the make-and-break and distributor, are all fully accessible, and the timing chain, which also drives the dynamo and magneto, can be tensioned from outside. Again, the sparking plugs can be worked with ease with an ordinary spanner. The water circulation is helped by an impeller, the main petrol tank holds 13 gallons, and the steering-box, which contains worm and segment, is set up on a tall bracket so that a most comfortable rake of steering wheel is obtained. Attention to detail is shown by the provision of a tool cupboard in the scuttle with a door which can be locked under the bonnet. There is an inspection lamp close by for working on the engine after dark. The single-plate clutch runs in oil, and the gearbox has four forward speeds with offside change. The propeller shaft is open, the spiral bevel driven rear axle is half-floating, the half-elliptical springs are set outside the frame, there are six brakes, and these have cable application with compensation for the front set and individual hand adjustment. The wheelbase, track, and ground clearance measure 10ft. 3in., 4ft. 8in., and 9½in. The five-seated coachbuilt saloon will do, without being cruelly treated, about 30, 45, and 60 miles an hour on second, third, and top. Both the engine and the indirect gears are commendably free from objectionable noise. The 2-litre model is a development of the 15.7 and is of the sporting type, with a maximum speed of about 70. This type can be had as a tourer or fabric saloon. The 20.9, which has a six-cylinder engine of 3,198c.c. and pushrod operated overhead valves and a four-bearing crankshaft like the 15.7, can be had in two wheelbases, the standard being 10ft. 5in. with a back axle ratio of 4.28 to 1 and a long measurement of 11ft. 5in. when the axle ratio is rather lower at 4.76 to 1. There is pressure for the water and oil circulations, ignition is by magneto, the four forward speeds and reverse are changed by an off-side lever, the back axle is half-floating, the suspension half-elliptical, and there are six brakes with the front brakes of the half-servo kind. Seven-seater bodies are available on this chassis, both of the open and closed patterns.

DAIMLER

The Daimler Twenty-Five shows a good deal of progress in design and performance compared with the previous ordinary models. It can be had in two wheelbases—namely, 11ft. 10in. and 11ft. 1in., the former being well-suited for a landaulette or limousine to be driven either by the owner or a chauffeur, and the latter for an owner-driver's saloon.

Briefly, the 6-cylinder engine is of just over 3½-litres capacity, has seven crankshaft bearings with a vibration damper, light steel sleeves, and advanced construction is shown by the use of aluminium alloy, not only for the pistons, but also for the separate cylinder block. Thus weight is saved and warming up is assisted. The cylinder head is also of aluminium and is not difficult to lift. A refinement and an improvement is a balancer for the sleeve mechanism. The carburettor is bolted to the front end of the exhaust manifold and the air is preheated. Breathing is done through the carburettor—a system advocated for many years in these columns, and one which has been in use on Daimler engines for 10 years. Lately a number of manufacturers have taken up the idea. There is a petrol mist injector, workable from the dash, to help starting. Oil priming is simply done and the sump can be drained at the side with the use of the jack handle. It is a good feature that part of the water radiator is reserved for the engine oil. This should tend to engine durability and lower oil consumption. The timing is at the back of the engine, which helps steadiness of running. The cooling water is under pressure and ignition is by battery and coil. Such parts as the distributor and make-and-break, and the oil filler and filter are well to hand. The separate gearbox has four forward speeds with central flexible control. Behind the box there is a lined expanding hand transmission brake. The propeller shaft is open and has metal universal joints, and the half-floating back axle has underworm gear. Spring shackles and brake bushes are rubber lined, and the four-wheel brakes work with a vacuum servo motor. The four brakes can be adjusted by turning a handle under the bonnet. Flat, half-elliptical springs with hydraulic shock absorbers insulate the frame from the axles. As I know from experience, the long wheelbase model with a landaulette body will do nearly 30, 45, and about 65 miles an hour on second, third, and top. The car climbs well and is always willing. The top speed ratio is 4.86 to 1.

Daimler Double-Six cars are now used for all State occasions and also privately by the King and Queen. The Double-Six "30" is largely a small replica of the Double-Six "50," and has a 12-cylinder engine of 3,744c.c. capacity with the cylinders arranged in two banks. With sleeve valves accessibility is not sacrificed with this position. The single crankshaft runs in seven bearings. Each block of cylinders has its own water pump, carburettor, inlet and exhaust manifolds and pipes, water leads, and coil ignition. Here, also, breathing is done through the carburettors. The single-plate clutch passes the drive to a separate four-speed gearbox, which has a central lever in an invisible gate. There are five brakes, the four-wheel set working with vacuum servo help and having a single hand adjuster reachable under the bonnet, and the springs are half-elliptical. This machine runs extremely smoothly and has good acceleration, and about 35, 60, and 75 miles an hour can be done without harshness on second, third, and top. Two wheelbases are available—namely, 11ft. 9in. and 12ft. 1½in.

H.E

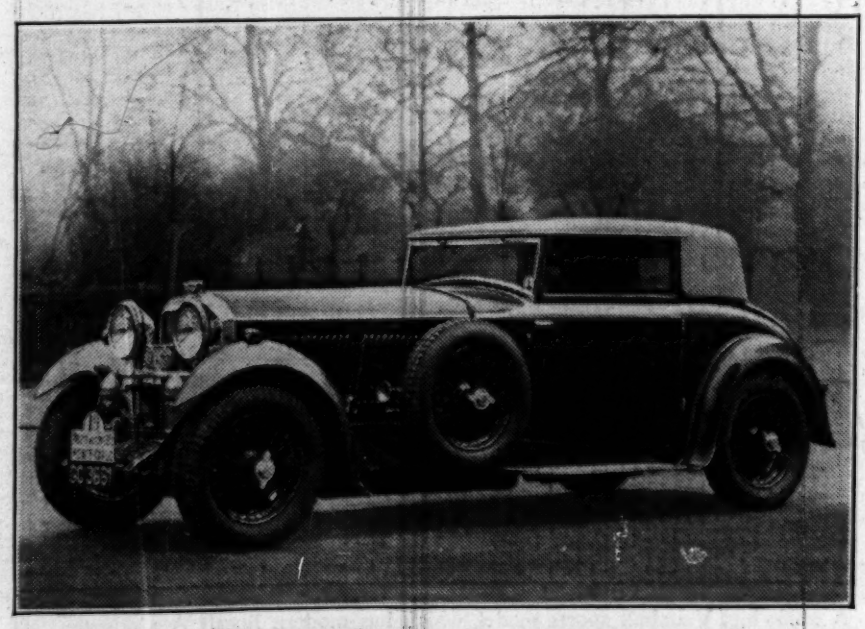
The 11.7 H.E. is a 6-cylinder four-speed car with a wheelbase and track of 9ft. 8in. and 4ft. 4in., an engine capacity of 1,418.6c.c., and a 5.5 top speed ratio.

The valves of the engine are at the side. A liberal use of Silentbloc bushes, to avoid the need of lubrication, has been made, as, for instance, for the three-point suspension of the engine, the carrying of the gearbox, the universal joints of the propeller shaft, and for the spring shackles. The springs are quarter elliptical both in front and behind, and both axles are carried on radius rods sprung from the frame and hinged on Silentbloc. The ends of the rear radius rods are in line with the centre of the universal joint. There is four-wheel braking and Marles steering. The 16/60 h.p. sports model has six cylinders of 65mm. and 115mm., which make the engine just over 2½-litre capacity. Here the wheelbase and track are 9ft. 6in. and 4ft. 6in., while a foot more can be had on the wheelbase. Ground clearance is higher by 1in. than on the smaller model, being 7in. The four gearbox ratios are 4.7, 5.96—which should make a good third—8.75, and 16.9 to 1. Here also the valves are at the side and are set at an angle of 12deg. There are four main bearings. An impeller helps the water to circulate, and there are three carburettors with a balance pipe cast with the exhaust pipe. There is a multiple plate dry clutch, and the gearbox, being a separate unit, can be easily removed. There is a torque tube, and both the spherical housing at the front end and the universal joint are automatically lubricated from the gearbox. The back axle is fully floating, all four springs are half elliptical with Silentbloc bushes, and there are primary and individual means of adjustment for the four-wheel brakes.

HILLMAN

The Hillman Straight Eight is remarkable for its comparatively low price, and the Six Light Weymann and Safety saloons and the Segrave model are handsome cars.

The last is of the close-coupled type, but has four doors like the saloons. There are four side windows. A luggage container is provided at the back. The body is of genuine Weymann construction. Both the Weymann models can be had with a sunshine roof. The wheelbase, track, and ground clearance in all three cases are 10ft. 0½in., 4ft. 8in., and 8in. The 8-cylinder engine has overhead valves and rocker gear, both crankshaft and camshaft run in five bearings, and the dimensions are 63mm. and 105mm., giving a capacity of 2,620c.c. There is high pressure lubrication, and not only are the filler and gauze accessible, but also the filter, strainer, and pump. Tappet adjustment is not difficult to make, and the coil ignition has automatic advance. The mixture is heated by the exhaust, and the water circulation is helped by an impeller, while there are thermostatically operated radiator shutters and a temperature indicator on the instrument board. The chassis has been improved in several ways since it came out, notably by new designs of inlet and exhaust manifolds and higher compression. The frame has greater strength, the front springs are longer, and the suspension as a whole, the brakes, and the steering have been improved. The single plate dry clutch and the four-speed gearbox, with offside change, form a unit with the engine. The gear ratios are 5, 7.75, 12.85, and 20 to 1. The open propeller shaft has metallic joints, and the half-floating back axle spiral bevel drive. Cam type of steering affords a light action, and there are six brakes. On the Safety models—which have fuller equipment than the standard ones—there is vacuum servo assistance for the four-wheel brakes. The front brakes work on a well-known pullrod system, and rods are used for the application. The back brakes of the four-wheel set have a common cable, which thus provides some compensation. There is a handwheel under the floorboards for primary adjustment, and single alteration of the hand brakes can be made on the top of a hand lever. The half-elliptical springs have Silentbloc rubber shackle bushes, and there is a new mounting for the shock absorbers. The petrol tank capacity is 14 gallons, and a pump is used to supply the carburettor. There is automatic adjustment for the dynamo driving chain, the starter motor is not



A close-coupled Bentley Speed Six Coupé. This model will do about 60, 78, and 90 miles an hour on second, third, and top gears.

difficult to remove from the clutch housing face, and the accumulators are now carried inside the frame members, where they are accessible. The rake of the steering column is alterable. In addition to the throttle and ignition hand controls, there are, on the top of the steering wheel, the electric horn button and the switch controlling the lamp dimmers.

HUMBER

Various models of the 16/50 h.p. 6-cylinder Humber are made, but the three to which I propose to refer here are the Six Light Weymann saloon, the coachbuilt saloon—which also has six side windows—and the four-door Weymann coupé.

All three can be fitted with a sliding roof at a slight extra cost. They are nice looking cars. The customary fittings are supplied and all the interior and exterior bright parts are chromium plated. Triplex glass is supplied as standard throughout. The four-door coupé has two bucket seats which are independently adjustable in front, as have also the two saloons, and the rear seat is designed for three persons; the cushion measures 50in. by 17in. Wheelbase, track, and ground clearance of all three are 10ft., 4ft. 8in., and 8¼in. The bore and stroke of the engine are 65mm. and 106mm., which make the capacity 2,110c.c. The inlet valves are overhead, inclined, and worked by rockers and pushrods, while the exhaust valves are at the side. In the case of the inlet alteration of clearance is at the end of the rocker in the ordinary way, while the exhaust tappets are fully accessible after a plate, held by hand-screws, has been detached. There is forced lubrication throughout the engine. The water circulation has a thermostat and a combined impeller and fan, which are free of the head. The make-and-break and distributor for the ignition can be easily seen, while such parts as the sparking plugs and the oil-pressure filter are to hand, although the dipper stick is rather out of the way. The timing chain is automatically tensioned. There is an acceleration pump on the carburettor and the latter is fed by a vacuum pump; the tank holds 13 gallons. There is a single dry plate clutch, a four-speed offside-changed gearbox, an open metal universal-jointed shaft, and a half-floating back axle, with spiral bevel and a banjo case. A quiet third is provided by means of constant mesh helical wheels and dog engagement. Worm and roller are used for the steering and Silentbloc bushes for the spring shackles. The springs are half-elliptical, and I like the plan of shackling the front ones at their forward ends. There are four semi-servo sets of brake shoes which are worked by pedal, or the back ones only by an offside pull-up hand lever. Sixty miles an hour is about the comfortable maximum on top, while 45 and 25 can be done on third and second. The gear ratios are 5.66, 8.31, 14, and 20.95 to 1. The tires are 29in. by 5.5in.

INVICTA

The Invicta is a 4½-litre car of a remarkable character, because it has surprisingly swift acceleration and high maxima speeds, yet the design is not complicated nor is the saloon anything but thoroughly tractable.

The 4-seater open car with the middle set of gear ratios—namely, 3.9, 5.2, 7.5, and 13.3 to 1—will do about 50, 75, and 85 miles an hour on second, third, and top. Yet, starting a 1 in 22½ gradient of about three-quarters of a mile at 30 miles an hour I have passed the crest at well over 70 with three persons in the car and the hood up. The general controls are suitable for a high-grade fast car, and as to the gear change, it is possible, for example, to change down into third at 70 without noise. The six cylinders have dimensions of 88.5mm. and 120.64mm. and the stated brake-horse-power is about 105. The valves are overhead and worked by pushrods, and except for two carburettors and dual ignition the engine is quite straightforward. Each carburettor normally feeds its own three cylinders, but to obtain synchronization at low speeds there is a small balance pipe between the two inlets. The separate feeding of the two carburettors at high speed is not interfered with, as the balance pipe is of narrow bore. There is Marles steering and a single dry plate clutch and four-speed gearbox. The gear lever is on the offside of the driver and works in a visible gate. The propeller shaft is open, and the oil reservoirs for the metal universal joints are stated to suffice for 20,000 miles without attention. There are six brakes, and wear can be taken up in all cases by hand. The half-elliptical springs are carried in swivel trunnions at their ends. The chassis can be had with various forms of coachwork, and the usual sports touring body has four doors and is very comfortable with its pneumatic upholstery. Wheelbase, track, and ground clearance are 10ft. 6in., 4ft. 8in., and about 8in.

LAGONDA

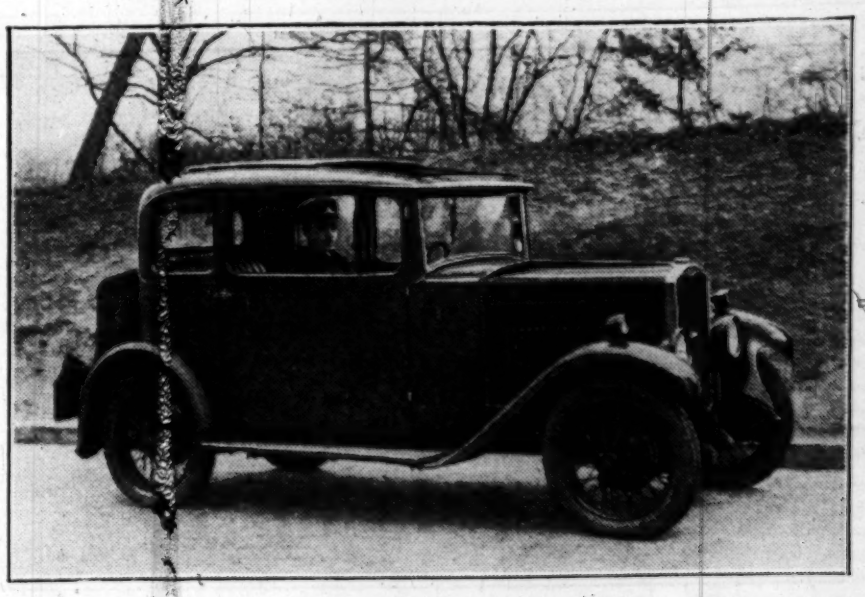
The Lagonda 2-litre has earned a good reputation and it is claimed that sturdiness of construction has been retained at every point in the 3-litre Special, which has a 6-cylinder engine of 72mm. and 120mm.

It is a fast and attractive looking car either as a four-seated speed tourer or a four-door Weymann saloon. It can also be had as a close-coupled saloon. The valves are overhead and worked by pushrods, and the 2¼in. diameter crankshaft runs in seven bearings. There is forced lubrication and the filter on the suction side can be removed and cleaned without disturbing any connexions. The carburettor is supplied from a 20-gallon reservoir through an autovac tank. The transmission comprises a single disk clutch, a four-speed off-side changed gearbox, an open propeller-shaft, and a half-floating spiral bevel axle with a 4.1 ratio. The radiator has adjustable thermostatic control and there is a pump for the water. The springs are half-elliptical and the lubrication of the chassis is centralized by two batteries of valves on the sides of the frame. Wheelbase, track, and ground clearance are 10ft. 9in., 4ft. 8in., and 8in. The chassis weighs 24cwt. Like all Lagonda chassis, the 3-litre is backed by the firm's 10-year guarantee.

LANCHESTER

The two chief models made by the Lanchester Motor Company are the 21 h.p. 6-cylinder and the 30 h.p. Straight Eight, and both represent high-class motor engineering.

These chassis closely resemble each other in design. For example, there are unit construction of engine and gearbox, forced high-pressure lubrication, overhead valves and camshaft, thermostatic control of the water temperature, Lanchester final worm drive and flexible cantilever rear suspension, a long torque tube giving the rear axle approximately the equivalent of the old Lanchester parallel link motion, a torsionally stiff chassis frame and four-wheel brakes of special construction with vacuum servo assistance on the Thirty. Oil and petrol filters are arranged to be accessible without tools and a number of other details appeal to the motorist of to-day. The 6-cylinder engine is of 78.7mm. and 114mm., and the same dimensions apply to the 8-cylinder. There are seven bearings for the smaller crankshaft and 10 for the larger one. In both cases there are four-speed sliding type gearboxes. The respective wheelbases are 11ft. 1in. and 11ft. 10in., and both chassis have a track of 4ft. 8in.



A neat model of the 10 h.p. Swift fitted with a sliding roof which can be fixed while the car is in motion.

LEA-FRANCIS

The 12/40 h.p. and the now well-known 1½-litre Lea-Francis chassis are very similar, except that the latter is supercharged. There are seven models of complete 12/40, while the 1½-litre is sold as a two-seater, a four-seater, a coupé, and a fabric saloon.

The Francis saloon has good modern lines, being built so that the leading and trailing lines are sloped at an angle of 10deg. The parallel lines of radiator, windscreen, and front door pillars thus oppose those towards the back. The luggage compartment at the rear will take two or three suitcases and can be locked from inside or outside the car. The valves are overhead and are worked by pushrods with double springs for the valves and forced lubrication for the mechanism. The exhaust pipe is held centrally, and there are special air cowls in the sides of the scuttle. Timing is by gear, with the water pump in front and the dynamo behind. In the supercharged model the blower is in the sloping nose of the radiator and the carburettor is attached directly to its near side. The veins of the blower are oiled by putting a certain amount of lubricant with the petrol. The blower runs at engine speed and is driven by bevel gearing off the crankshaft; it is therefore always running, but has little effect at below 500 r.p.m. There are special arrangements for its lubrication at high speed. The crankshaft has three bearings, and both pistons and connecting rods are of light metal. The magneto and such components as the oil filler, filter, and dipper gauge rod are to hand. A single plate clutch passes the power to a four-speed offside control gearbox, the propeller shaft is open, and the back axle has spiral bevel gearing. There are six brakes with a servo for the four-wheel set. In spite of a 4-cylinder engine of only 69 and 100 mm. bore and stroke, the hyper-sports supercharged two-seater has a speed capacity of 95 miles an hour. On October 12 last, in the British Racing Drivers' Club's 500-mile race at Brooklands, a standard 1½-litre supercharged Lea-Francis completed the distance at an average speed of 89.19 miles an hour, while a similar car ran the 500 miles at an average of 88.33 m.p.h.

MORRIS

The 15 h.p. Morris Oxford and the Morris Isis, both 6-cylinder cars, combine individuality with relatively low initial cost in a degree which shows progressiveness.

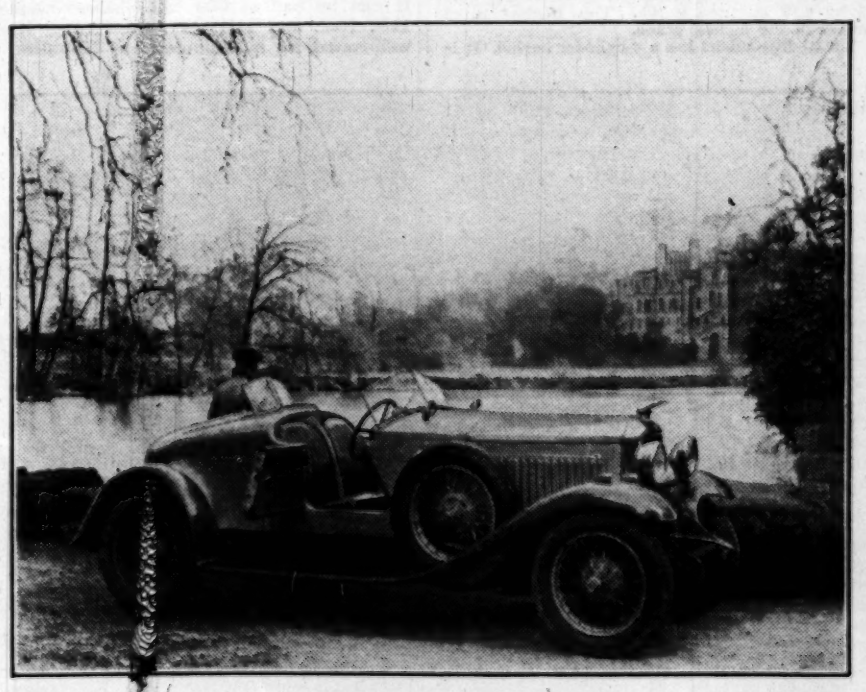
The Morris Oxford as a 5-seated fabric saloon, for example, has good proportions both inside and out. The seating is well arranged and there are six side windows. The engine is of just under 2 litres capacity and is said to have a minimum brake horse power of 45 at 3,200 r.p.m. The valves are at the side, although to look at the engine it might be thought that they were overhead, as there is an air-cleaner breathing being done through this device to the carburettor. It is a good plan in several ways, notably that it saves contamination of the air in a closed car and so spares the driver and passengers needless discomfort. There is a hot-spot for the mixture, autovac feed for the petrol. The strength of the mixture can be controlled by the driver and there is good access for adjustment of the tappets, which are automatically oiled. Like the carburettor, the oil filler and dipper rod are accessible. There is a temperature indicator in the filler cap of the radiator and automatically controlled shutters in front. On the offside, combined with the end of the generator, there is a water pump. The make-and-break and distributor are accessible, as is also an automatic oil cleaner. The latter is worked with each depression of the clutch pedal. The crankshaft runs in four bearings, and steering is by cam and lever, with the box attached to the frame. The multiplate clutch has cork inserts and is automatically fed with oil. The gearbox has three forward speeds with a central flexible lever. It is noteworthy that the chassis frame is perfectly straight in plan. There are four-wheel Lockheed hydraulic brakes, and separate cams are fitted for the back brakes when applied by hand. The half-elliptical springs are outside the frame and the forward springs are shackled in front. Hydraulic shock absorbers are included. The forward gear ratios are 5.25, 8.6, and 16 to 1, while wheelbase, track and ground clearance are 9ft. 6in., 4ft. 8in., and 8¼in. The highest rates on first, second, and top are about 20, 40, and 60 miles an hour.

The Morris Isis is particularly suited for oversea work. The road speeds on the three gears are about the same on the export model as on the 15 h.p., but the top speed ratio is 5.33 to 1. The nominal power of the engine is 17.7, but the brake horse power is said to be 54 at 3,200 r.p.m. The back axle ratio for home use is 4.8 to 1. The all-metal five-seated saloon is comfortable and makes an attractive looking car; it is well fitted. Both camshaft and valves are overhead and the camshaft driving chain is automatically tensioned, while the head can be lifted with all the valve gear in place, and also without breaking the chain drive or disturbing the timing. The valves are inclined. The carburettor is bolted directly to the head and high up. It is fed from an autovac tank, which draws its supply from a 12 gallon reservoir at the back. The make-and-break and distributor are easy to reach, and the gland of the water pump can be regulated and has enough clearance for repacking. The radiator is in rubber lined trunnions. Steering is by cam and lever, and the assembly of engine, clutch, and gearbox is on rubber at four points. The clutch runs in oil with cork inserts, and the change-speed lever is in the central position in an invisible gate. A locomotive type of hand-brake is behind the box; the propeller shaft is open, with metal universal joints. Final drive is by spiral bevel, and gear accessibility is afforded. The half-elliptical springs work with hydraulic shock absorbers, and there are Lockheed hydraulic four-wheel brakes with 14in. enclosed drums. It is a pleasing and untiring car to drive.

RILEY

Riley cars are well turned out. The chassis is highly efficient, and is constructed with the body to make a complete machine.

There are two types of chassis—namely, the 9 and 14 h.p., the former having a 4-cylinder engine of 1,087cc., and the latter 6-cylinders of 1,631cc. capacity. The respective wheelbases and tracks are 9ft. and 4ft. and 10ft. and 4ft. 8in. The Nine has overhead valves which are inclined at 45 degrees, and pushrods and rockers work the valves. The sparking plugs are in the centre of the detachable head and between the two sets of boxes which contain the rocker mechanism. The dynamo is driven directly by a dog coupling from the front end of the crankshaft. The mixture is heated, the lubrication is forced, and the water circulates naturally. The single dry plate clutch has automatic bearing lubrication, and both the springs and the travel of the pedal can be altered. This Nine, which has proved so popular during the last few years, is notable not only for having a four-speed gearbox, but also for a quiet third—a plan which has since been taken up by a number of other motor manufacturers. The third gear wheels are of helical type and always in mesh, and connexion is made by dogs. The change-speed lever works centrally and has a catch for reverse. Another instance of high-class design in a small sized car is the provision of a central bearing for the enclosed propeller shaft. The half-floating spiral bevel driven axle has a banjo case, the springs are half-elliptical, and there are four brakes with compensation between the front and back sets. The saloon with a 5.2 to 1 top gear will do over 50, and about 40 on third. The Fourteen is a development of the Nine.



A 20/60 h.p. Vauxhall sports model, which has modern lines. A windscreen is provided for the back passenger.

The Light-Six saloon is stated to be capable of 55 miles an hour on third and nearly 70 on top—remarkable speeds for a chassis with an engine of this size. Here also there is a quiet third. The brake horse power of the 6-cylinder engine is said to be 50 at 3,800 r.p.m.

ROLLS-ROYCE

The Rolls-Royce is a car which always seems to me to be expensive, unless I am driving or travelling in one as a passenger, when it invariably strikes me as not only being well worth the money but a thoroughly sound investment.

The new 40/50 h.p. Rolls-Royce "Phantom II." has ample speed for all ordinary purposes—namely, about 45, 60, and 80 miles an hour on second, third, and top. It is, however, designed not so much for maximum speed—or these rates would be higher with an engine of rather more than 7½ litres capacity—as for quick, smooth, quiet acceleration and much flexibility on top gear. The cylinder size is similar to that of the former "Phantom I.," but the compression is slightly higher and one or two other alterations allow greater power to be developed. The valves are overhead and are worked by pushrods, while adjustment now is by the ordinary threaded bolt and lock nut. One cannot object to the use of single springs only for the valves, as the engine runs so very quietly. The lubrication is forced throughout, even to the gudgeon pins. There is a set of sparking plugs on either side of the engine, and these can be worked with the independent ignitions or together. There is an autovac tank for the petrol feed, but in order to make the system independent of the induction pipe a vacuum pump, driven off the camshaft, draws the air from the autovac tank. A true reading of the petrol gauge on the instrument board can always be obtained by a small pump. In front of the radiator there are shutters which are worked by hand from the dash. A pump helps the water circulation. The 6-cylinder engine, single-plate dry clutch, and four-speed offside-controlled gearbox are held at four points with an additional point at the back of the gearbox. The speed lever works in a visible gate, and such bearings as those of the clutch and pedal shafts are included in the centralized chassis lubrication system. The propeller shaft is open and has metal universal joints, and sliding movement is allowed. A notable point, which has been advocated in *The Times* for several years, is the provision of a hypoid gear in the fully floating back axle. This plan of setting the bevel pinion below the centre of the crown wheel gives a low floor level without loss of ground clearance. Another change is the substitution of the former cantilever suspension at the rear by very long underslung, half-elliptical springs. The front springs are flat and shackled in front, which I like, and both sets work with Rolls-Royce hydraulic shock absorbers. The spring leaves are drilled and channelled, and oiled automatically from the central system. The six brakes, with the mechanical servo for the four-wheel set, which is operative in both directions, are similar to those on the former chassis. Wheelbases of 12ft. and 12ft. 6in. are available, and the four forward gear ratios are 3.72, 5.06, 7.44, and 13.08 to 1. The indirect gears have for a long time been commendably quiet on Rolls-Royce cars, and those on the new model are in no way inferior. The engine has plenty of life, and undertakes its work with calmness and refinement. The bore of the 20/25 h.p. model, as it is now termed, has been increased from 76.2mm. to 82.6mm., with the result that the pick-up is both freer and finer. The improvement in capacity has been made to increase acceleration rather than maximum speed. The saloon will do about 30, 50, and 60 to 65 miles an hour on second, third, and top. The control of the car is attractive and the silkiness and absence of noise are delightful.

ROVER

The Rover Light-Six sportsman's saloon is a smart-looking car, and as it has beaten the Blue Train from the Riviera to Calais it has, presumably, ample speed for the ordinary motorist.

The chassis dimensions are 8ft. 10in. and 4ft. 2in. The 6-cylinder engine, of just over 2-litre capacity, has the valves overhead and the camshaft in the crankcase. The crankshaft runs in four bearings with a vibration damper in front. There is pressure lubrication and a pump is provided for the water circulation. Ignition is by battery and coil and the petrol supply is by vacuum from a 10-gallon tank at the back. The oiling system on this Light-Six, as also on the standard 2-litre Rover, is devised to save an owner-driver as much trouble as possible, and a good instance is that one accessible filler, under the bonnet, serves for the lubrication not only of the engine and the clutch, but of the gearbox. Three or four speeds can be had, and the propeller shaft is enclosed in a torque tube with a central bearing. There are four brakes, which work together by pedal with vacuum servo assistance. The chassis suspension is half-elliptical. The sportsman's saloon has two very wide doors and the backs of the front seats are made to tip to give free entrance to the rear. Part of the roof can be folded back, and comfort has been well studied. The 2-litre model is very similar, but the chassis is rather heavier and has a wheelbase and track of 9ft. 10in. and 4ft. 8in. Ground clearance is 9in. Here also a three- or four-speed gear-box can be had, and in both cases a 5.3 to 1 top is employed. The model can be had in various saloon forms, as a sportsman's coupé, and as a limousine. This last has a chassis 1ft. longer, and there are two occasional seats in the rear compartment. Another Rover model is the 4-cylinder 10/25 h.p.

The latest Rover chassis is the "Meteor," which is on much the same lines as the 2-litre, but has a 6-cylinder engine of 2,580cc. and is stated to give 60 h.p. at 3,600 r.p.m. There is a four-speed gearbox with a silent third, and ratios of 5.3, 7.69, 11.24, and 20.09 to 1. Marles steering, thermostatic control of the water temperature, and a 12-gallon petrol tank with a pump for the supply are fitted. Wheelbase, track, and ground clearance are 9ft. 10in., 4ft. 8in., and 9in., while the chassis for a limousine body has a wheelbase of 10ft. 10in. The complete cars are of thoroughly up-to-date appearance; and, moderately priced as they are, should find favour, if their performance is good, not only at home but also oversea.

SINGER

The Singer Six undoubtedly offers a great deal for the money, for it is well equipped, sensibly designed as a whole, and gives a good all-round performance on the road.

The 6-cylinder engine, with its bore and stroke of 65mm. and 90mm., is of 1,792c.c. capacity, and although rated nominally here at 15.7 h.p. is stated to give 23.2 at 2,000 r.p.m. and 37 at 3,000 r.p.m. The three forward gear ratios are 5.22, 9.89, and 17.15 to 1. The tires measure 29in. by 5in. The saloon will do about 17, 32, and 52 miles an hour on first, second, and top without being uncomfortable. The crankshaft runs in four bearings and has a vibration damper, and the oiling is under pressure. The fan is combined with the generator, and the water circulates naturally through large pipes. There is coil ignition with automatic advance and the tappets of the side valves can be reached without disturbance of other parts, while they are lubricated automatically. A single-plate dry clutch has the bearings self-lubricating from the gearbox, which is a good point. The box, which has central control, is assembled with the engine,

the whole being held by two bridges at four points. The propeller shaft is open and has metal universal joints, while final drive is by spiral bevel in a half-floating axle, the case of which is of convenient banjo shape. The suspension is half-elliptical and the front springs are shackled forwards, which I like. Both sets are flat and have hydro-pneumatic shock absorbers which are part of the design, and therefore do not look like additions. There are four brakes, and cables are used throughout for the application. The wheelbase, track, and ground clearance are 9ft. 3½in., 4ft. 4in., and 8in. The petrol tank capacity is 10 gallons, and there is chromium plating for all outside bright parts. Complete cars can be had as two- or four- seated tourers, as a coupé known as the sportsman's or close-coupled type, and as a six-windowed four-door saloon. I know that the saloon is comfortable and convenient to drive. The larger 6-cylinder model, known as the Super Six, is rather longer in the wheelbase, has a 4ft. 8in. track, and 1½in. more ground clearance. The engine capacity is 1,920c.c., the crankshaft has seven bearings, there is an impeller for the water circulation, and four speeds are provided with a top ratio of 5.11 to 1. Six brakes are fitted and there is vacuum servo assistance for the four-wheel set. The popular Singer Junior, which has the substantial attraction for a small car of a wheelbase of 7ft. 6in., has overhead camshaft and valves, and the saloon has comfortable maxima rates on first, second, and top of about 15, 30, and 45 miles an hour. The chassis has six brakes.

STANDARD

On the 16 h.p. 6-cylinder Standard "Envoy" saloons there is a Stanlite sliding roof, which can be used while the car is in motion. On the fabric and Special saloons, the tourist coupé, and coachbuilt saloon there are six side windows, and all except the tourist coupé have four doors.

The 6-cylinder engine is of just over 2-litres capacity, the valves are at the side, there are seven crankshaft bearings, aluminium pistons and duralumin connecting rods are used, and the water circulation is under pressure, as is also the oil. Four forward speeds are provided with central control, and a free-wheel device can be had as an extra on this chassis. The top speed ratio is 5.25 to 1, which allows a good measure of flexibility. The open propeller shaft is coupled with metal universal joints, and final drive is by spiral bevel; five brakes are furnished, screw and nut are used for the steering, and the springs are half-elliptical, with Silentbloc bushes. There is a pump for the petrol supply, and the tank holds 10 gallons. The chassis lubrication is half-centralized, and wheelbase, track and ground clearance are 9ft. 10in., 4ft. 8in., and 8½in. The tourist coupé is of rather smaller engine capacity, having the former 15-h.p. engine, and the wheelbase and track here are 9ft. 3in. and 4ft. 6in. Fabric, Special and coachbuilt saloons and four-seated coupé, again all with sliding roofs and six side windows, are available in the 9 h.p. Standard types. Here the engine is of 1,287c.c.; there are three forward gears, final drive is by underhung worm, and there is a brake on each road wheel.

SUNBEAM

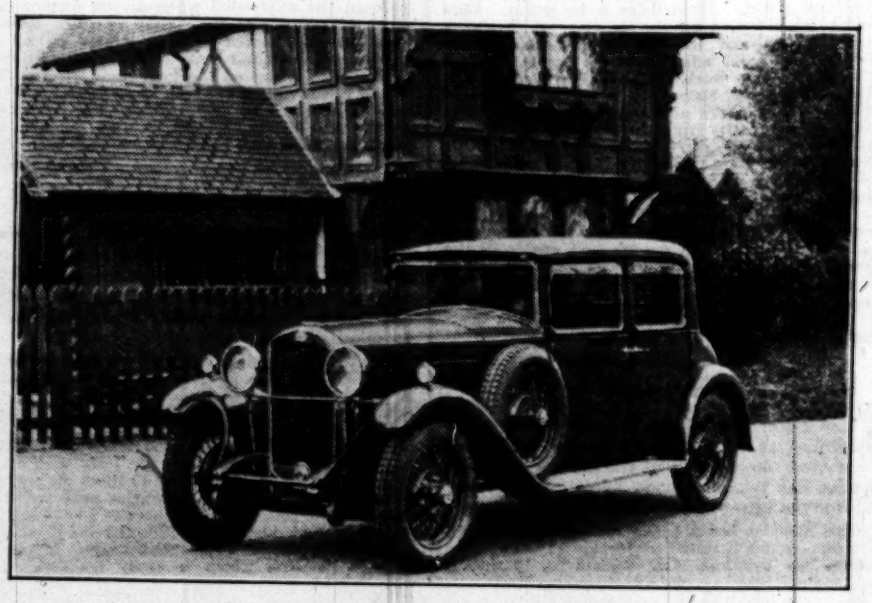
Sunbeam cars are not cheap, but they are well turned out and have that distinctive appearance which is associated with British motor productions of good class.

Two 16 h.p. 6-cylinder models which are attractive are the four-door Weymann saloon and the four-seater coupé with sliding roof. The absence of valances on both sides adds to the smartness of the lines, and the coupé has the fashionable step each side, instead of a running board. The engine is of just over 2-litres capacity, while the wheelbase is 10ft. 6½in. The track measures 4ft. 7in. and the ground clearance 6in., but considerably higher clearance can be had for service oversea. The gear ratios are 5.6, 9.18, 12.82, and 22.12 to 1. The overhead valves are worked by rockers and pushrods, and the crankshaft runs in four bearings with forced lubrication. Ignition is by coil and distributor, and the change-speed is on the offside. The back axle is half-floating, and contains the customary spiral bevel drive. The hand brake works separate shoes at the back from those employed with the pedal or four-wheel set. There is screw and nut steering and half-elliptical suspension. The chassis lubrication is centralized, and is worked by a plunger on the dash. The petrol tank capacity is 12 gallons. The proportions of Sunbeam cars are now good and comfort is well studied. In addition, there is a Weymann limousine, with a glass-panelled division between the front and rear compartments, available on the 16 h.p. chassis. The four-seater coupé, with sliding roof, on the 20 h.p. 6-cylinder model is also worthy of mention. The front seats are adjustable, and the rear seat is 41in. wide. The well in the back floor gives additional leg room. There is ample luggage space in the enclosed boot at the back. This engine is of 2,916c.c. capacity, having a bore and stroke of 75 and 110 mm. The top speed ratio is 5.1 to 1, and in addition to centralized chassis lubrication there is a Dewandre vacuum servo motor for the four-wheel brakes. Here also there are six brakes in all; and most of the features I have already mentioned in the Sixteen appear in the Twenty. The wheelbase is 10ft. 4½in., and clearance is 8in. A special long wheelbase 20 h.p. chassis is also made. A noticeable point is that the Twenty has an oil radiator between the dumbirons. The adequate cooling of engine oil has long been recommended in these columns for both cars and commercial vehicles, as it assists durability and oil economy.

SWIFT

The 10 h.p. Swift is a neatly arranged car which represents good value. It is sold in seven different forms—namely, a four-seated tourer, a "Foursome" coupé, a drop-head coupé, a sports saloon, a coachbuilt saloon, a sun saloon, and a fabric saloon.

All the models have pleasing lines and are well turned out for the price. The sports chassis is specially tuned for fast road work, and a sliding roof, of sound design, can be had as an extra—and also on the coachbuilt saloon. In the sun saloon, which is known as the "Migrant," the seats and squabs, both in front and behind, have pneumatic upholstery, which gives great comfort. The tubes are arranged so that they can be easily got at if adjustment is required. There is a well at the back for the passengers' feet, and this also forms a footrest. There are four doors, and, although the speed and brake levers are on the off side, and therefore somewhat restrict the doorway, it is possible for the driver to use this entrance. The front half of the roof can be slid back by the driver, while the car is in motion, to about half-way, or to any desired intermediate position. The movement merely calls for the unscrewing and screwing of a large winged nut which makes a frictional fastening and therefore has not to be worked in an exact position. The engine has good acceleration and courage for its size, and the saloon will do about 25, 40, and 50 miles an hour on second, third, and top. The engine has four cylinders, and with its bore and stroke of 62.5 and 97 mm. is of 1,190c.c. capacity. The crankshaft runs in three bearings; timing is by gear, the valves are at the side and the mechanism works in oil vapour, while the dynamo and magneto are driven from the crankshaft by a chain which can be tensioned from outside. The engine has forced lubrication, and the cooling water circulates naturally. For the transmission there is a single-plate dry clutch with easily adjustable springs and a four-speed off-side changed gear-box, these two parts forming a unit with the engine. The back axle ratio is not too high, being 5.4 to 1, while the ratios on third, second, and first are 8.6, 14.5, and 23 to 1. The tires measure 27in. by 4.4in. From the gearbox the power is passed by a tubular propeller shaft with laminated fabric joints, and a sliding spline is provided. The back axle-case is of the convenient banjo pattern, and the adjustment of the spiral bevel pinion and crown wheel can be made without difficulty. A pedal works four-wheel brakes and a hand lever works brakes on the rear wheels; the drums measure 10in. Half-elliptical springs are now fitted at the back as well as the front. They are underslung at the rear, and there are shock absorbers fore and aft. A cylindrical petrol tank is supported on the front of the dash and feeds the carburettor by gravity. A reserve supply is provided. Steering is by worm and nut. Wheelbase and track measure 8ft. 6in. and 3ft. 10in., while ground clearance is 8in. The lubrication of the chassis has been centralized.



The new Humber Snipe which has a six-cylinder engine of 23.8 nominal h.p. The four-speed gearbox has a silent third.

TRIUMPH

The Triumph Super Seven is made as an open car, a two-four seater, as a fixed head coupé, as a close-coupled saloon landaulette, as a sunshine saloon, and in fabric and coachbuilt saloon fashions, while there is a supercharged sports model.

The 4-cylinder engine is of the size popular with makers of this type of car, which is essentially a British product and represents one of the cheapest forms of motoring combined with a very fair measure of comfort. The capacity is just over 832c.c. There is forced lubrication, natural water cooling, an automatic tensioner for the timing chain, and the valves are at the side. Engine, single-plate clutch, and three-speed gearbox form a unit behind which is a hand-applied transmission brake with internally expanding lined aluminium shoes. The four-wheel brakes are of the Lockheed hydraulic self-compensating kind. The back axle contains underhung worm and there is a short torque tube supported on a Silentbloc shackle at the front end. Steering is by worm and wheel, and the springs are half-elliptical in front and quarter-elliptical at the back. Wheelbase and track measure 6ft. 9in. and 3ft. 6in., ground clearance is 8in., and the chassis weighs about 8¼cwt.

VAUXHALL

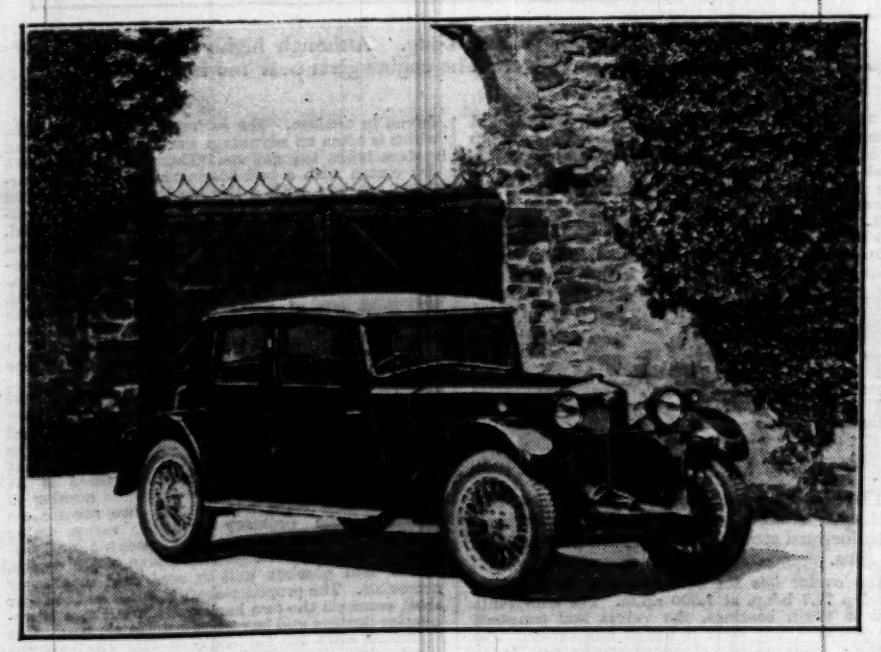
The Vauxhall is a car which attains its speed easily. Its greatest attraction is in my opinion the freedom with which it runs.

The comfortable maxima rates on the saloon on second, third, and top are about 30, 50, and 70 miles an hour. Changes of speed can be made easily and with lightness, and the four-wheel brakes give good results. There are three sets of gear ratios—namely, for the standard chassis, the long wheelbase chassis, and the sports chassis. The standard has the intermediate set, and these are 4.72, 7.25, 10.93, and 16.75 to 1, and apply to the speeds mentioned above. The standard chassis has a wheelbase of 10ft. 3in., the track is 4ft. 8in. at the back and slightly more in front, and the lowest point is 9in. above the ground. The 20/60 h.p. 6-cylinder engine is of 2,916c.c. capacity. There are duralumin rocker arms, worked by steel pushrods which operate the overhead valves, and the pistons are of aluminium. The crankshaft runs in seven bearings; there is pressure-fed lubrication with an oil cleaner and crankcase ventilation; ignition is by battery and coil, and there is an impeller to help the cooling. The clutch is of the single-plate type, and the speed lever works centrally in an invisible gate. It is sprung against reverse, and the positions are stamped on the knob. A transmission brake is fitted behind the gearbox, and an open propeller shaft, with metallic joints, delivers the power to a spiral bevel-driven half-floating axle. The springs are half-elliptical and work with hydraulic shock absorbers. Such modern equipment as one-shot high-pressure chassis lubrication, chromium plating, and lighting control in the centre of the steering wheel are included. Various forms of saloon are made, together with a tourer, a sports two-seater, a sportsman's coupé, and a seven-seated limousine.

WOLSELEY

The 21-60 h.p. 6-cylinder Wolseley chassis is a development of the 16-45 h.p. model which in a remarkably short time did much to regain popularity for Wolseleys.

The latest 21-60 has much of the charm of the original type, with its smooth-running mechanism, quietness, lightness of control, and general refinement; but with a bore and stroke increased so that the capacity is just over 2½ litres instead of 2, there is a great deal more life, rapidity of pick-up, and flexibility on top. The saloon de luxe, known as the County model, is eminently a car which is suitable for use not only at home but oversea, and in view of the class of design, which provides good accessibility and simplicity, and the exceptional completeness of the furnishing of the body the price is reasonable. The valves and camshaft of this 6-cylinder engine are overhead. The mixture is heated before it enters the cylinders, and the petrol feed is by autovac from a 15-gallon tank at the back. There is an impeller to help the water circulation. Drainage of the system is simple and the radiator is carried in swivel trunnions. Great care has been taken in staining the oil properly, and all the oiling arrangements are convenient. The electrical parts are well to hand; both pistons and connecting rods are of light metal, and steadiness in running is also obtained by the use of seven bearings for the crankshaft and a vibration damper. There are four forward speeds with ratios of 4.81, 7.3, 10.2, and 19.4 to 1. The change-speed lever works flexibly, there is a catch for reverse, and the various positions are marked on the knob. Behind the gearbox there is a locomotive type of transmission brake which is worked by hand. Torque is taken by the springs and the propeller shaft is open. The shaft has double fabric disk joints with ball centres. The spiral bevel final gear is housed in an axle case which allows all the wheels to be withdrawn without dismantling the road wheels, springs, and so forth. The four-wheel brakes are of the Lockheed hydraulic type, which are to a large extent self-adjusting and compensating. The actual setting of the shoes can be done on the outside of the drums. The chassis is suspended on half-elliptical flat springs which work with hydraulic shock absorbers. The wheelbase of this model is 9ft. 6in., while the track and ground clearance measure 4ft. 8in. and 8in. The tires measure 28 by 5.5in. and two spare wire wheels and tires are included in the equipment. The body is of pressed steel, which is suitable for variations in climate abroad. I know from experience that the seating is comfortable, and there is good head clearance. There is a ventilator in the scuttle and another in the roof, while there is a sun visor outside the clear vision window-screen. The body has four doors and six side windows, all the glasses of which can be moved. It is noteworthy that the back seat and squab can be adjusted to four positions. In front the seats are separate and can be slid. This saloon behaves well on the road, and about 35, 50, and 60 to 65 can be done on second, third, and top. The engine is not afraid of work on top gear. A modification of this type is the long wheelbase chassis, which enables a standard landaulette or limousine body to be fitted. The wheelbase of this model is 10ft. 7in. Here the top speed ratio is 5.33 to 1. This chassis has six brakes. The landaulette has a distinctive appearance.



The Light-Six 14 h.p. Riley, which is capable of nearly 70 miles on top gear. The model shown is a Stelvio II. fabric saloon.

COMMERCIAL VEHICLES

(BY OUR COMMERCIAL MOTOR CORRESPONDENT)

A.E.C.

The latest A.E.C. designs of passenger chassis are sound and, while being in no way revolutionary, are well advanced, making their productions good investments.

There is the "Regent" chassis with a 6-cylinder engine which is stated to develop 95 h.p. at 2,500 r.p.m., with good power at low speeds. The camshaft is overhead, there is forced lubrication, seven 2¾in. diameter bearings for the crankshaft, and all the accessories, such as dynamo, carburettor, magneto, oil filler, water pump, and sparking plugs are to hand on the near side of the engine. There is a thermostat for the water circulation. A single-plate clutch, which can be adjusted by hand, has a total wearing surface of 380 sq. in. and there are four forward speeds, while two back-axle ratios of 6¼ and 7¾ to 1 are available with 38in. by 9in. balloon tires. The propeller-shaft is in two parts and there is the customary self-aligning bearing in the centre. The underworm rear axle is of the offset type and is half-floating. There is vacuum servo assistance for the four-wheel brakes, and 12 brake shoes, which are interchangeable, are provided. Marles steering has been adopted, and the half-elliptical springs are long and flat. The 45-gallon petrol tank has a magnetic gauge and a three-gallon reserve, while an autovac tank is used for the supply. There is central chassis lubrication. The wheelbase is 15ft. 6½in., the body space 20ft. 6in., and the height of the loaded frame 1ft. 9in., with a platform height of 11in. The chassis weighs 3 tons 5cwt., and the turning circle is 57ft. The "Regent" makes a very smart looking 50-52-seater double-deck omnibus, and is capable of high speed. The "Regal" is designed for 32-33 seats and is well suited for single-deck work. The engine has the same characteristics, but the back axle ratios are 6¼ and 5 1-3 to 1, with 38in. by 8in. tires. The wheelbase is 17ft., the body space 21ft. 4in. and 22ft. 7in., while the chassis weighs 2cwt. less than the larger one.

ALBION

The 30cwt. Albion chassis has proved to be very popular, especially among the larger transport users who are in a position to pay for first-class machines, knowing that they prove the best investment in the end.

The vehicle has a wheelbase of 10ft. 9in., a turning circle of about 43ft. in diameter, and ground clearance under the back axle with standard tire equipment is 10½in. The 4-cylinder engine, of a capacity of just over 2½ litres, is said to give 22 h.p. on the brake at 1,000 r.p.m. and 36 at 2,000. The general design is excellent, and robustness and accessibility have clearly been the aim of the designer. The valves are at the side and are worked by the camshaft through rockers. The inlet valves are masked. The tappets are accessible and the water pump and magneto are fully get-at-able, being cross-driven. Such parts as the oil filler and the sparking plugs are well to hand, and taps of a proper size are fitted for draining the water and the oil and for testing the level of the lubricant in the engine and gearbox. There is forced lubrication for the main and big-end bearings, and the mixture is heated by the exhaust. A single plate dry clutch, which is open at its top half, is coupled to the off-side changed four-speed gearbox. The propeller-shaft is open and has ball centres and fabric universal joints. The fully-floating overhead worm-driven axle has a ratio of 6¼ to 1. The brakes act at the back. Both compensators and adjusters are accessible outside the frame. Steering is by worm and sector, and the springs are half-elliptical. The engine is powerful enough to give a speed of 40 miles an hour on the level. I have referred elsewhere to the 4-ton rigid six-wheeler, but it may be mentioned here that a 4-cylinder engine is used and that its speed is governed so that the vehicle cannot be unduly raced. Here the magneto is on the near side, and the water impeller is combined with the fan. The valves are on the near side. With the auxiliary gearbox eight forward and two reverse ratios are available. The two driving axles have worm gear, which is overhead in each case. The drive is taken through the springs, but the torque is taken through two spring buffer torque members, which go from each driving axle to the dead axle between the two driving axles. The design allows any of the four wheels to be raised 10in. above or dropped 10in. relatively to the others. There is the customary suspension, comprising half-elliptical springs which are superimposed and inverted. The hand brake works on the front wheels of the bogie and the pedal, with vacuum servo assistance on the rearmost wheels. From the front axle to the middle of the bogie measures 12ft. 6in., and the distance between the centres of the driving wheels is 3ft. 9in. The turning circle is about 50ft. A number of these machines has been supplied to the British War Office, the Australian Defence Force, the Shell Company of Australia, and other firms.

BEAN

The Bean 25cwt. van or lorry is remarkable for its comparatively low price.

The 4-cylinder engine is of 75 and 130 mm. bore and stroke, which make it just over 2¼-litres capacity. The pistons are of cast iron and the connecting rods of duralumin. The valves are at the side, and there is pressure lubrication, while the water circulation is on the natural principle with good-sized leads. There is a spiral gear drive from an extension of the crankshaft to the dynamo and a similar drive from an extension of the camshaft to the magneto. The clutch is of the single dry-plate type, and between it and the four-speed gearbox there is a fabric disk coupling. The forward gear ratios are 6.125, 10.127, 13.957, and 25.265 to 1. The pneumatic tires on the detachable steel disk wheels are 33in. by 5in. The propeller shaft is open, with centred fabric disk couplings, and the spiral bevel driven back axle is fully floating. Both brakes act at the back and have compensation. The suspension is half-elliptical; steering is by worm and sector, and the petrol tank, which is mounted on the dash, holds eight gallons. The equipment includes a mechanical tire pump and engine starter. Wheelbase, track, and ground clearance under the front and rear axles are 11ft. 1in., 4ft. 8in., and 11in. and 9in. The gross chassis carrying weight is 37cwt., while the chassis weighs 28cwt. The 30cwt. and 50cwt. chassis are for goods and passenger conveyance. The larger production has a 4-cylinder engine of 95mm. and 130mm., which makes it of 3,685c.c. capacity. There are three crankshaft bearings and the inlet valves are masked. There are mechanical drives for the generator and magneto, units which are accessible. An impeller helps the water circulation, and part of the radiator is reserved for cooling the engine oil—a sound feature, and one which has often been recommended in *The Times*. The manifolds are conveniently held by yokes, the oil is properly filtered, and the filters are easily reached. There is a dry-plate clutch which, with the four-speed centrally controlled gearbox, forms a unit with the engine. The propeller shaft is divided and has mechanical self-oiling joints, while the overhead worm-driven back-axle is fully floating. The bottom of the case is ribbed for cooling, and there is a level filler. Both sets of brakes act at the back, but front brakes can be had as an

extra. There is gravity feed to the carburettor from a 12-gallon tank. The suspension is half-elliptical. The gear ratios on top, third, second, and first are 7.33, 15.25, 24.9, and 42.3 to 1. Two wheelbases are available—namely, 13ft. 1½in. and 11ft. 1½in.; the track in both cases is 4ft. 8½in. and ground clearance 10½in. The engine is stated to develop 51 h.p. on the brake. The chassis lubrication points are grouped. The equipment includes a mechanical tire pump, an air cleaner, and an oil purolator. This model is known as the Beon "Empire." The makers carried out preliminary tests of this chassis prior to production under Australian conditions.

COMMER

The new Commer 20-seater "Invader" passenger chassis and the 2-ton goods chassis are very similar and are up-to-date designs.

The passenger chassis has the petrol tank on the offside of the frame with a petrol gauge on the instrument board, while the tank on the goods machine is on the frame under the driver's seat, and there is an electrical petrol gauge. On the "Invader" the propeller shaft is in two parts, and the back-axle ratio is 5.8 to 1 in place of 6.5 on the goods. Another difference is that a vacuum servo motor is used for the four-wheel brakes on the passenger model, and the wheelbase is 13ft. 6in. The standard measurement on the 2-tonner is 12ft., but 13ft. 6in. can be had at extra cost. Both engines have six cylinders, and with their capacities of 3,498.5c.c. are stated to develop over 65 h.p. each. Good practice is shown by the use of seven crankshaft bearings. The inlet valves are inclined and overhead and the exhaust are at the side. All bearings have forced lubrication, and proper attention has been paid to filtering. There is an automatic tensioner for the chain which drives the camshaft and dynamo, the fan and impeller are combined—with adjustment for the belt. Coil ignition is standard, the inlet manifold is heated by the water, and the petrol is drawn from the 24-gallon reservoir by a mechanically driven pump. There are four forward speeds, and an advantage is the provision of a quiet third. Here constant mesh wheels are used, and engagement is by dogs, as it is for top. The back-axle in each case is fully floating and the final drive is by spiral bevel. The casing gives gear accessibility. There are cam steering and six brakes. The pneumatic tires on both chassis measure 33in. by 5in., and are single in front and twin at the back. The various grease gun nipples are grouped. The general construction of the chassis is particularly clean, and the high degree of accessibility afforded should undoubtedly conduce to favourable maintenance costs. I know from trial that the fully loaded omnibus will do about 16, 30, and 45 miles an hour without distress on second, third, and top, and that the engine runs well, being quiet, smooth, and lively. For use abroad the steering box and the offside hand-brake lever can be moved over to the near side without difficulty. The speed lever is centrally placed.

CROSSLEY

Crossley Motors have developed their commercial vehicle branch considerably during the last few years, not only in six-wheelers, suitable for work on roads and across country, which are much used by the Government, but in the passenger-carrying line.

The two chassis of this class which may be briefly referred to here are the 30-70 h.p. 4-cylinder "Eagle" model, which has a carrying capacity of 26, or with forward steering 32, and the 38-110 h.p. chassis, which, with its 6-cylinder engine, is suitable for 32 passengers or for a double-deck omnibus body. The smaller engine, which has four cylinders, is of just over 5½-litres capacity, and is stated to develop 48 at 1,000 r.p.m. The crankshaft runs in five bearings, the oiling is on the dry sump principle, and the valves are at the side. Ignition is by magneto, and the induction pipe is heated by the exhaust. There is a centrifugal pump combined with the cooling fan, and the 35½-gallon petrol tank supplies the carburettor through an autovac. Between the single-plate clutch and the four-speed gearbox there are double flexible fabric joints. The propeller shaft is in two parts, and the back-axle, which has an under-worm gear ratio of 6.25 to 1, is fully floating. There are six brakes, with Dewandre vacuum servo assistance for the four-wheel set. The shoes at the back are side by side in 20in. drums. A modern action for the steering is obtained by the use of cam and lever. The springs front and back are half-elliptical. The wheelbase of this chassis is 16ft. 7½in., the track just under 6ft., and the laden height of the frame on the 32-seater drop-frame chassis at the rear overhang is 1ft. 3in. On the straight frame chassis for the 26 and 32 seaters the height is 1ft. 11½in. A shorter model, "The Hawk," is also made. The 38-110 h.p. 6-cylinder engine is of 6,796c.c. capacity, and here the approximate brake horse-power at 1,000 r.p.m. is said to be 52. There are seven crankshaft bearings, and the side valves have double springs, which should make for quietness. There is dry sump lubrication, magneto ignition, and a positive drive for the water pump. A system of petrol feed similar to that on the smaller chassis is adopted, and the main tank at the side of the frame holds 43 gallons. The change-speed is on the off-side and, with the other controls, is mounted forward alongside the engine. The four forward ratios are 6.5, 12.22, 21.38, and 38.24 to 1. The other chief chassis features are similar to those I have mentioned above, including the measurements.

Two special six-wheelers which have been made by Crossley's in the last few months may be mentioned. One was for the King for travelling over the moors when shooting and for estate inspection. The special body was made by Hooper and Co. There are the usual eight forward and two reverse ratios, the lower set being obtained with an auxiliary gear, specially adapted for work across country. The other six-wheeler is really a mobile hunting-box for the Maharajah of Bahawalpur. The chassis is similar to the one delivered to the King and others which have been supplied to the India Office. Here the body of original design was built by Barker and Co. The style of finish adopted is such as to make the vehicle as little noticeable as possible against backgrounds such as cactus, undergrowth, and so forth. The Maharajah intends to use this six-wheeler for photographing big game in natural haunts, as well as for hunting.

DAIMLER

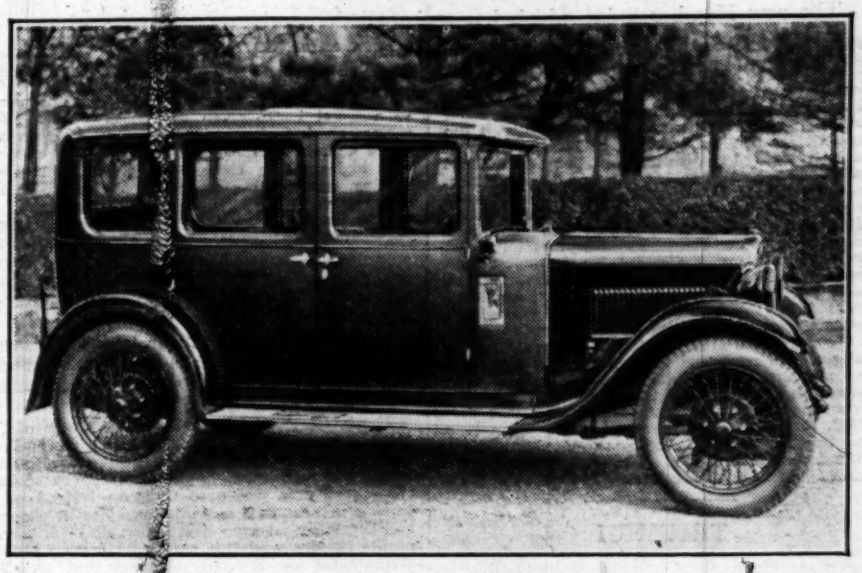
The Daimler passenger carrying commercial vehicle chassis have become popular lately. The C.F. 6 production is made in two models, one suitable for coach and single-deck omnibus work, and the other for double-deck omnibus service.

In both cases the 6-cylinder engine measures 97 and 130mm., and is stated to give 100 b.h.p. There are steel sleeve valves and pressure lubrication, with an oil radiator. There is an automatic cold-starting oil primer and a pump to help the water circulation. Ignition is by coil with a spare. Carburettor, oil filler, &c., are handily placed on the near side of the bonnet. The double-deck chassis has forward steering and a wheelbase of 16ft. 3½in., while the other chassis, which has back or forward steering, can be had with the same wheelbase or one of just under 17ft. 4in. The single-plate clutch, which can be adjusted, is connected to the four-speed three-point suspended gearbox by a shaft with flexible fabric couplings. The propeller shaft is in two and has metal universal joints. Final drive is by worm. Cam and roller are used for the steering, which give a light action, and the four-wheel braking, with single-point hand adjustment, is power assisted. The hand brakes work independently at the back. The half-elliptical suspension is canted and works with hydraulic shock absorbers in the front. The chassis lubrication is grouped. With the 6½ to 1 back axle ratio the vehicle does 36 miles an hour on top at 2,000 r.p.m., a higher and a lower ratio can be obtained. I know that the engine runs quietly, smoothly, and with liveliness. The chassis is well adapted for luxurious coach or omnibus work. On the double-deck chassis the main petrol tank is carried on the outside and offside of the frame, while on the coach or single-deck model it can be placed there or at the rear. In the last case the capacity is 45 gallons and in the other 45. Feed is by autovac, and there is a five-gallon reserve with both systems.

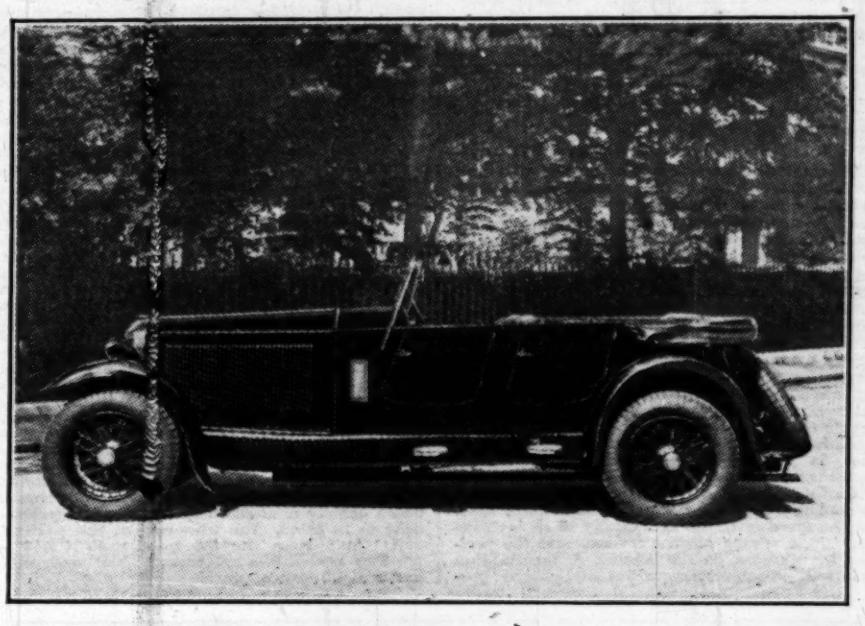
DENNIS

The 2-ton and 3-ton Dennis chassis were exhibited at Olympia last November, and I hear that already one of the leading oil companies has taken delivery of over 100 of the lighter model.

This machine has a 4-cylinder engine of 85 and 120 mm., which is stated to develop 42 b.h.p. The valves are overhead and worked by pushrods. Ignition is by magneto. There is an impeller type of water pump, and the oiling is forced. The petrol feed is by gravity from a 9½-gallon tank. For the transmission, an external cone clutch runs in oil, a four-speed gearbox with offside change, an enclosed propeller shaft with a central roller bearing, and a 7½ to 1 overhead worm-driven axle have been adopted. The engine, clutch, and gearbox are assembled together. Worm and wheel are used for the steering, and the springs are half-elliptical. Both sets of brakes work at the back, and there is a vacuum servo motor for those applied by pedal. This chassis has a wheelbase of 12ft., a track of just over 5ft. 1in., an approximate turning circle of 51ft., and a ground clearance, under the back-axle, of over 9in. The chassis is about 37¾cwt. It runs on 32in. by 6in. pneumatic tires, single in front and twin at the rear. The new 12-tonner is fully up to date, having a 6-cylinder engine of 45/100 h.p., dual vacuum servo braking, two driving axles at the back and grouped lubrication nipples. The wheelbase to the centre of the bogie is 18ft. 6½in., and the chassis has an area of over 155 sq. ft. for its paying load of 12 tons. There is 12in. clearance under the driving axles, while the height of the frame from the ground is 3ft. 2in. The cylinders have liners, the valves are at the side, and the petrol tank holds 40 gallons. The dry single-plate clutch can be adjusted, the dash is placed partly forward, and the twin driving axles have overhead worm gear. The steering is by cam and roller. The brake pedal works on all six wheels, while the hand lever operates additional and independent brakes on the four rearmost wheels.



A popular type of 6-cylinder car. It is the Austin Sixteen fabric saloon, fitted with a four-speed gearbox and five brakes.



The 4½-litre Invicta with sports touring body. Although highly geared this car is thoroughly tractable. The engine gives over 100 h.p.

LEYLAND

The Leyland six-wheeler, known as the "Hippo" chassis is an up-to-date production, with forward steering, to carry a useful load of 12 tons.

The engine has six cylinders and is stated to develop 72.7 b.h.p. at 1,000 r.p.m. The crankshaft runs in seven bearings, the valves and camshaft are overhead and there is forced lubrication. The gearbox contains four forward speeds and forms a unit with the engine. There is cam and lever steering and the propeller shafts with five mechanical couplings. The third shaft is used between the duplicated worm-driven driving axles of the bogie. The foot brake operates through three vacuum servos to 17in. drums on all six wheels, and the hand brake expands separate shoes in the same drums on the four bogie wheels. The weight of the chassis is 5 tons 10 cwt. and the back-axle ratios are 9.33 to 1. Pneumatic tires, twin on the four driving wheels, of 40in. by 8in., are fitted, but solid tires can be had if required.

MORRIS COMMERCIAL

Morris Commercial Cars make a 12cwt. van, a 1 ton, 35/40cwt., and 50cwt. trucks and vans, 20 and 28-seater passenger vehicles, and a 30cwt. and 6-wheeler models. It is the last two models which I propose briefly to mention here.

The 30cwt. vehicle is designed not only for initial low price but also for low running costs; and it is worthy of note that, according to an R.A.C. report on a 1,000 miles trial, a fully loaded lorry ran 19.91 miles to the gallon, equivalent to a net ton-mileage of 32.9, and 2,784 miles to a gallon of oil. As I know from test, the lorry with a full load will do about 13, 25, and 45 miles an hour on second, third, and top. The engine pulls well and does not lack courage at low speeds. I have started on a 1 in 9 gradient on second, and the drive was taken up evenly and with good reserve of power. It is a machine which is easily handled. The 4-cylinder engine is of 80 and 125 mm. bore and stroke, or of a capacity of 2,513cc. At 2,500 r.p.m. the horse-power is stated to be 35. There are four cylinders; the crankshaft runs in three bearings, there is forced lubrication, and the valves are at the side. A water impeller is used, and this can be lifted complete with the head, or it can be freed by undoing four nuts. The driving belt is automatically tensioned. The radiator is in rubber-lined trunnions on the cross-member, and so is not likely to suffer from frame distortion. With the tappet plates removed there is easy access for alteration of clearance, while the lubrication is automatic by mist. Timing is by gear, and forward of the case is a mechanical tire pump, and aft of it the generator and magneto, which are driven in tandem. The carburettor is set up high, which is often an advantage oversea, and the petrol system holds 10½ gallons. There is a single-plate dry clutch with a ball-bearing spigot, and a four-speed gearbox with a flexible lever above the lid and sprung against reverse. The standard back-axle ratio is 7.25 to 1, while 6.75 to 1 can be had. The propeller-shaft is enclosed and has a central bearing, and an overhead worm with a three-quarter floating axle and a four-star bevel differential are employed. The springs are half-elliptical, and both sets of brakes act at the back. The wheelbase and track are 10ft. 8in. and 4ft. 8in., the turning circle is 40½ft., the laden height is 3ft. 6in., with a flat platform, and the inside length, width, and height are 8ft., 5ft. 6in., and 1ft. 9in. The 6-wheeler, suitable for road and cross-country work, is made in two wheelbases—namely, 10ft. 2in. and 12ft., with respective load capacities of 30cwt. and 2 tons. The engine is of the same size as that of the 30cwt. van., but at the back of the main gearbox there is an auxiliary gearcase which duplicates the number of ratios, so that eight forward and two reverse are available, the ordinary gearbox ratios being primarily for road work and the lower set for cross-country running. The general design of the engine, clutch, and gearbox unit is neat and reasonably accessible. The propeller-shaft is open, and another shaft connects the two back axles, which are three-quarter floating and have overhead worm gear. The standard ratio for the axles is 7.25 to 1 on the short wheelbase and 8.33 on the long. The rear-axles can, of course, move independently of each other, and the frame, and each wheel on either axle, can be at least 6in. higher than the corresponding wheel on the same axle, while either of the axles can be more than 8in. above the other with the frame remaining in a normal position relative to the ground. The rear suspension consists of the usual two half-elliptic inverted superimposed springs on either side, which are pivoted in a longitudinal direction at their centres and have universal movement at their ends. The track of the 6-wheeler is 4ft. 8in. The hand and foot brakes work independently in the same drums on all four rear wheels, and the set applied by pedal has vacuum servo assistance. A mechanically driven winch gear can be had on this 6-wheeler.

RANSOMES' TROLLEY-OMNIBUS

The trolley-omnibus is being increasingly used for municipal passenger conveyance. It forms an excellent compromise between the tramcar and the ordinary motor-omnibus. It takes the place of the tramcar without great loss in scrapping an existing power station and power-conveying system; it uses power which is derived from a home-produced fuel, and it avoids the use of a permanent way.

Messrs. Ransomes, Sims and Jefferies, the Ipswich engineers, make a 6-wheel electric trolley-omnibus chassis which runs on pneumatic tires. The electric motor is of the firm's make, and is rated at a total brake horse power of 60-65, the two separate armatures being rated at 30-32½. The combination is ventilated, with suitable protection for the openings. The makers state that the unit is capable of heavy overloads, and that the machine will do good speeds on gradients of 1 in 15. As to the chassis, attention has been paid to the ease of repair and overhaul. There are 10 brakes. The shoes in the front drums and one pair in each of the rear wheel drums are worked by pedal, and the other brakes are operated by hand and work the remaining shoes at the back. There is also a Westinghouse pneumatic brake equipment. Twin back-axles are used and there is a third differential. The bogie has been specially designed with the Thornycroft patent, in which torque reaction, due to acceleration and braking force, is taken without the need of rigid torque rods. Each back-axle assembly is fully floating.

SCAMMELL

Scammell Lorries make many special six and eight-wheeled motor vehicles, but two of the most useful types are the articulated 6-wheeler on pneumatic tires and the solid-tired 15-17 ton 8-wheeler.

The pneumatic-tired vehicle has a four-speed gearbox and the motive unit is really identical with that of the 8-wheeler except for the tires. These machines are putting up in practice average speeds of about 18 miles an hour with about 10-ton loads. Twin pneumatics are used on the driving wheels and also on the carrier. The tires are stated to last for 35,000 miles on an average, and the makers say that tire costs a mile are actually less than those of solid-tired vehicles running at 30 per cent. lower average speed. It is found that the additional speed is attractive to haulage contractors because more ton miles a day can be done, and journeys can be completed in an average working day which with a slower machine would involve excessive hours for the driver, or his having to put up for the night on the way. The feature of the 8-wheeler is the patent oscillating carrier axles. Where a high average speed is not essential this class of machine is very economical because of its load capacity. For instance, a box lorry mounted on a drop-frame carrier chassis, with a low centre of gravity, has a capacity of 1,450 cu. ft. Frameless tankers for loads up to 17 tons are also available. There are over 150 Scammell frameless tankers on the road in England hauling all kinds of fluid, including petrol, milk, bitumen, and sulphuric acid.

SENTINEL

The Sentinel rigid-frame-six-wheeler, known as the D.G.6 model, is a good type of steam-driven motor vehicle in the construction of which our manufacturers have always excelled.

It is designed to carry loads up to 15 tons and has a good margin of reserve in construction and power. The chief patent Sentinel features are so well known, having been incorporated for some years in the 4-wheelers, that it is not necessary to detail them here. Briefly, the engine is of the horizontal 2-cylinder undertype pattern with poppet valves and a differential incorporated in the crank-shaft, while a two-speed gear is in the aluminium crankcase. The steam pressure is 275lb. per sq. in. with super heating 150deg. F. The engine is said to give 90 h.p. The general construction, as of the whole chassis, is on ingenious and good engineering lines. Drive to the bogie is by chains, and similar means are used to pass the power from the first driving axle to the rear one. There are eight brakes in all, four worked by steam by pedal and four by hand. The four wheels pivot in two independent groups about a central axle. Each wheel can move up and down 7in. There is compound springing. The boiler is of the customary patent vertical water-tube type. The approximate engine speed on top gear is 12 miles an hour at 390 r.p.m. The coal bunker capacity is 10cwt. and the water tank holds 200 gallons. I know from trial that the machine, with a load of 13 tons, runs well and is simple to handle even in thick traffic, and that it will do about 20 miles an hour on the level.

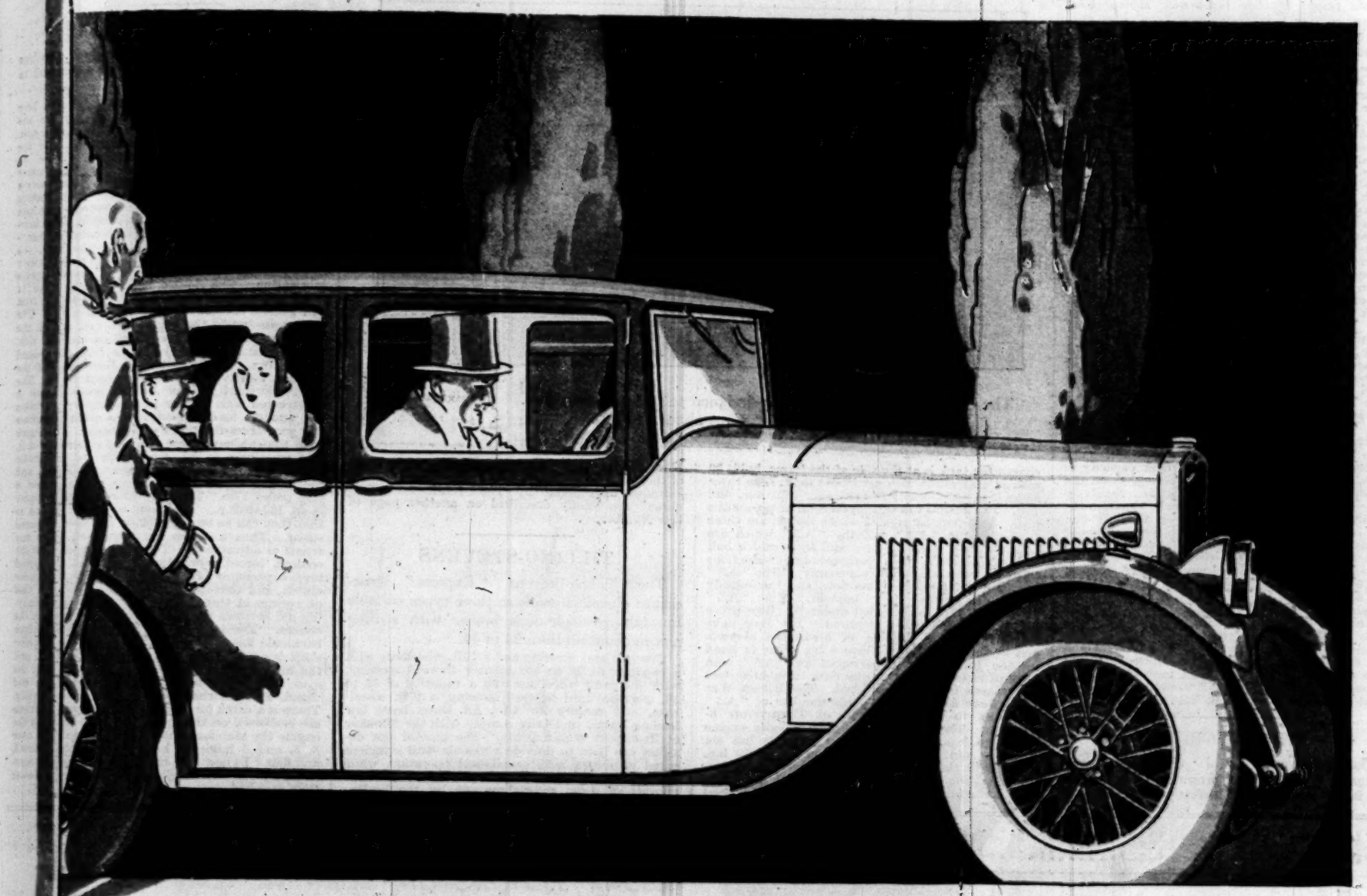
SINGER

The Singer Industrial 2-tonner has the great advantage that it is almost as comfortable and easy to drive as a private car. The chassis is, of course, suitable for all types of body such as for the conveyance of milk or beer, furniture removals, as a tipping wagon, and as an ordinary lorry and van.

I know that the lorry will do approximately 10, 20, 30, and 45 miles an hour on first, second, third, and top. The wheelbase is 11ft. 1½in. and the track 4ft. 11in. It is a good recommendation to oversea users that the ground clearance is 11in. under the back axle and more, of course, under the front. The turning circle is 46ft. The chassis weighs 31cwt. and from the dash to the end of the frame is 12ft. The height of the frame laden from the ground is 2ft. 4½in., and the chassis is built for gross loads of 50cwt. The 4-cylinder engine is said to give 23 h.p. at 1,000 r.p.m., and up to 53 at 2,500. The standard four forward gear ratios are 6.5, 10.5, 17.9, and 34.8 to 1, but for hilly districts a lower back-axle ratio of 7.25 to 1 can be had. The pneumatic tires measure 33in. by 5in. in front and 34in. by 7in. at the back. The valves are overhead and have double springs. They are worked by rockers and pushrods, and there is forced lubrication for the mechanism. The crankshaft runs in five bearings. Exhaust and inlet manifolds are cast together to provide heat for the mixture, and the carburettor is accessible and high, and has an air cleaner. The tank, in the scuttle, holds 10 gallons. An oil filter which can be cleaned by hand is next to the filler, and a dipper gauge rod is also handily placed. There is an impeller, combined with the fan, to help the water circulation, and the gilled tube radiator is on rubber. Outside means of adjustment are provided for the timing chain, and such parts as the make-and-break and

(Continued on page xxxviii.)

THE CAR THAT HAS TAKEN THE TAX OFF LUXURY TRAVEL . . .



IT'S a long lane that hasn't a Swift in it—why? Because the Swift "10" is the "just right" car, big enough in power and capacity to give first-class performance, low enough in tax, upkeep and running cost to give luxury travel at third-class fare.

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SWIFT
TENS

distributor are easily reached for inspection. One-shot chassis lubrication is provided. Steering is by cam and lever and the unit assembly of engine, single-plate clutch, and four-speed off-side changed gearbox is held at six points on a sub-frame with rubber insulation. It is a good point that the toggles of the clutch are open for adjustment and that both spigot and thrustrace bearings are oiled from the gearbox. The pedal-shaft bearings are included in the centralized oiling system. The swivel ends of the fork at the front end of the torque tube have rubber mountings. Final drive is by overhead worm in a fully floating axle. There are four-wheel brakes which work with a vacuum servo motor, and the hand brakes are separate at the back. The springs are half-elliptical, with well-supported eyes. The general chassis design is British in its cleanness.

S.M.C.

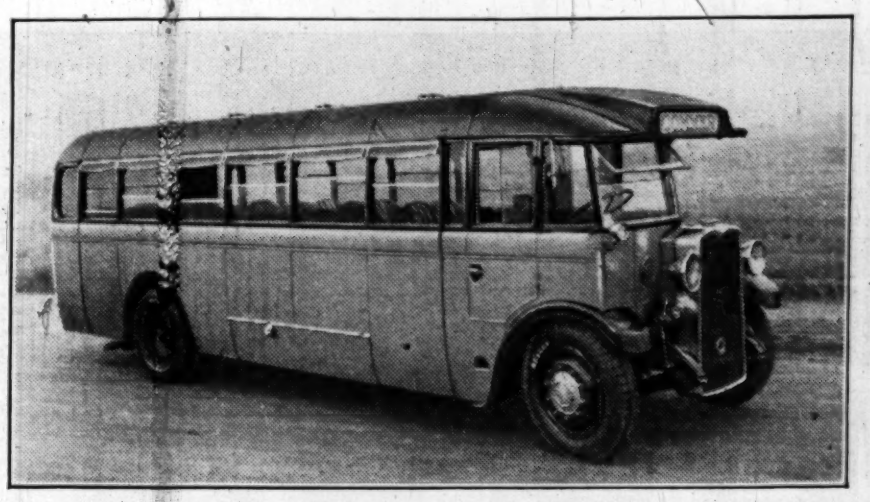
The two S.M.C. models—the commercial chassis made by the Sunbeam Motor Car Company—for brief reference here are the 52/110-h.p. 4-wheeler and the 70/142-h.p. 6-wheeler.

The engines are designed on similar lines, and both have six cylinders, but the cubic capacity of the smaller one is just over 6½ litres and of the larger unit just under 8 litres. The respective horse powers of 110 and 142 are stated to be given off at 2,400 r.p.m. The general design of these chassis is on advanced lines. The inlet and exhaust valves are in the head at about 45 degrees to the centre line; they have double springs and are operated through pushrods from one camshaft, which is in the crankcase. The pistons have steel trunks and aluminium heads, and the crankshafts run each in seven bearings. There is dry sump lubrication, a method which gives good cooling properties and economy, while the sparking plugs, of which there are two set vertically in each cylinder, cannot get oiled up from surging of the oil on a gradient. The oil tank is bolted to the side of the crankcase with an air space round it. There are four oil filters and an oil cooler. There is a pump for the water circulation, separate magneto and coil ignitions are fitted, and timing is by gear. A single plate clutch, which can be adjusted, passes the power to a separate four-speed gearbox which is held on rubber. The change speed is on the off-side. The gearbox ratios are the same on both chassis, but the final drive on the 4-wheeler is 5½ to 1 and on the 6-wheeler 7½ to 1. In both cases worm and wheel are used. The springs are half-elliptical on the 4-wheeler, and there are six brakes with vacuum servo assistance for the 4-wheel set. The petrol tank capacity is 32 gallons, and there is Marles steering, as on the 6-wheeler. The wheelbase is 16ft. 6in., the body space just over 20ft. 6in., the frame height from the ground to normal frame level with 36in. by 6in. tires is a little over 24in., the chassis weight is about 3 tons 10cwt., and the speed of the vehicle on top at 1,000 r.p.m., with the tires mentioned, is 19 miles an hour. Both chassis have forward steering. The 6-wheeler has a brake on each driving wheel, and when worked by pedal there is vacuum servo assistance; by hand they are operated directly. The brakes are unaffected by axle displacement. The bogie has a pair of inverted, superimposed, half-elliptical springs on either side. The wheelbase is 18ft. 6in., the body space 23ft. 6in., the frame height from the ground 2ft., the petrol tank capacity 46 gallons, the chassis weight is 4 tons 10cwt., and the speed on top at 1,000 r.p.m. is 15 miles an hour.

THORNYCROFT

The Thornycroft "J. J." chassis has been designed to fulfil the present-day need for the faster transport of heavy goods, and it is now supplied in three forms which are known as the "J. J.," the "J. J. Long," and the "J. J. Forward."

These machines are listed to carry a useful load of five to six tons. Briefly, the 4-cylinder engine is of 36/60 h.p. It has side valves and a three-bearing crankshaft. There is pressure lubrication and automatic movement for the magneto ignition. The mixture is heated by a hot-spot and there is a combined fan and impeller for the cooling, with means for adjusting the driving belt. The radiator is mounted on rubber buffers. A dry single-plate clutch passes the power to a four-speed gearbox with central change. There is an intermediate propeller shaft, at the back of which is a contracting foot brake. The back-axle is fully floating and has overhead worm gear with a ratio of 8.25 to 1. An alternative ratio for level country is 7.25 to 1. On the back-steering models a 22-gallon petrol tank feeds the carburettor by gravity from the dash, while on the driver-beside-the-engine chassis the tank is at the side of the frame, holds 30 gallons, and works with a vacuum tank. The three respective wheelbases are 14ft. 6in., 15ft. 6in., and 13ft. The models can be had on solid or pneumatic tires. Two popular rigid 6-wheel chassis are those known as the "A.3" and the "A.5," which are built to carry loads of three and three and a half tons respectively, with corresponding reductions when the vehicle is run across country. The "A.3" has been out for some time now, and the subsidy model has proved very popular. The "A.5" chassis can also be supplied under the War Office Subsidy Scheme, when required. The firm have delivered a large number of 6-wheelers overseas, and at the present time have a big order in hand for the India Store Department for "A.5" with forward steering. During the past 12 months over 100 chassis have been ordered. The British War Office have also added a large number of "A.5" machines to their big fleet of Thornycroft 6-wheelers. The "A.3" has a four-cylinder engine of 22/40 h.p., while the "A.5" engine has six cylinders and is stated to develop up to 70 h.p. Both, with the auxiliary gearbox, have eight forward and two reverse ratios, the normal four being used for road work and the lower set for special climbing, travelling through sand or deep mud, or over moorland. The bogie consists of two half-floating overhead worm-driven axles. The foot brakes work on the rearmost axle and hand brakes on the forward-driving axle. Either brake, of course, takes effect on the four driving wheels, because the axles are coupled by a shaft. The patent Thornycroft bogie suspension is designed to give even distribution of weight on all four wheels and freedom from spring distortion under all conditions of driving and braking, irrespective of the relative movement of the axles, in order to afford equal driving results from each wheel. The springing allows 12in. difference in driving axle levels, and either axle to tilt until one wheel is about 18in. above the other without distorting the springs. These consist of the customary four inverted, superimposed, half-elliptical springs, and each pair can swivel about their centres on brackets attached to the frame. The springs are universally mounted at each end upon the driving axles. The wheelbases of the "A.3" are 10ft. and 4ft., while those of the "A.5" are 10ft. 6in. and 4ft. Three pioneer journeys undertaken by Thornycroft 6-wheelers abroad are briefly described on another page of this Number.



The Commer "Avenger" coach designed to seat 32 passengers. Its six-cylinder engine gives about 110 h.p.

TILLING-STEVENS

The Tilling-Stevens "Express" gear-driven chassis is made in three types suitable for taking single-deck bodies with seating accommodation from 26 to 40.

One has back steering and a 16ft. wheelbase with a capacity of 26 to 30, another forward steering, with the same wheelbase and a capacity of 32 to 36, and the third forward steering, a 17ft. wheelbase, and seating for 40. All three have low loading frames and fully comply with the Ministry of Transport requirements. The aim of the designer has been to provide a vehicle with sufficient speed combined with economical operation, while comfort and reliability have been studied. A large number of these chassis are run by the leading coach and omnibus operators in this country, while users oversea, like the China General Omnibus Company and the municipalities of Durban and Johannesburg, have given repeat orders for fleets. The 4-cylinder engine is mounted on a sub-frame at four points and can be removed with the least disturbance. It is stated to develop 70 b.h.p. The valves are at the near side and the tappets are accessible. The inlet valves are masked. Such parts as the magneto and the oil filler are handily placed. A single-plate dry clutch and a four-speed gearbox, separated from the engine and clutch, together with a divided open propeller shaft and underworm driven axle, comprise the transmission. The worm ratio is 5.75 to 1. Both sets of brakes act at the back, but front wheel brakes can be had if desired. The springs are half-elliptical and worm and sector are used for the steering, so arranged that the driver sits beside the engine. Pneumatic tires are, of course, standard. The makers lay great stress upon the comparatively low petrol consumption obtained over long periods of practical service by many operators.

VULCAN

The new "Emperor" double-deck omnibus chassis of Vulcan make is well advanced in design.

The 6-cylinder engine, of 110 and 130 mm. bore and stroke, is said to develop 60 h.p. on the brake at 1,000 r.p.m., and up to 137 at 2,800 r.p.m. The crankshaft runs in seven bearings, and the lubrication of the engine is forced with an oil radiator included in the system. There is a water pump in tandem with the dynamo. The gearbox has four forward speeds, and the fully floating back-axle underslung worm gear. There is cam and roller steering, half-elliptical suspension, pedal four-wheel braking with vacuum servo help, the hand-brake expands separate shoes at the back, the petrol feed is by autovac, with a main tank capacity of 50 gallons, and there is grouped battery chassis lubrication. The double deck omnibus is for 51 passengers and has a total height laden of 12ft. 11in. The general construction is clean and simple. The driver sits beside the engine in a cab, and all the auxiliary components are placed on the near side. The normal height of the frame from the ground is 1ft. 10in. The wheelbase is 16ft. 6in., and the unladen weight of the chassis about 75cwt. The 30cwt. forward control Vulcan goods chassis is constructed with a view to economy by providing the greatest load capacity for a given wheelbase and good accessibility for maintenance. The engine is in the cab, and there is a seat either side of it. The wheelbase is 9ft. 8in.; there are pneumatic tires of 32in. by 6in., ground clearance is 10in., and the height of the loaded frame to the ground is just under 27in. The side-valve 4-cylinder engine is of 18/40 h.p. The front wings are hinged so that they can be swung back or, if desired, removed easily. Thus a driver can stand well up to any repair or adjustment. There is an impeller for the cooling, forced lubrication is adopted, the petrol tank capacity is 11 gallons; the engine, adjustable clutch, and four-speed gearbox are held as a unit on springs at three points, while there is a steadying rod between the head and the back-plate of the bonnet. The fully floating overhead worm-driven back-axle has a ratio of 6.5 to 1, and the propeller shaft is open. Both brakes work at the back, and the half-elliptical springs front and rear have the eyes well supported. Steering is by worm and wheel, and the change-speed lever works flexibly. There is a catch for reverse, and the speed positions are embossed on the knob. At 1,000 r.p.m. of the engine the standard chassis does 15, and just over 8, 5, and 3 miles an hour on top, third, second, and first. I know that the engine runs well, is commendably free from vibration, and keeps cooler than many engines so placed.

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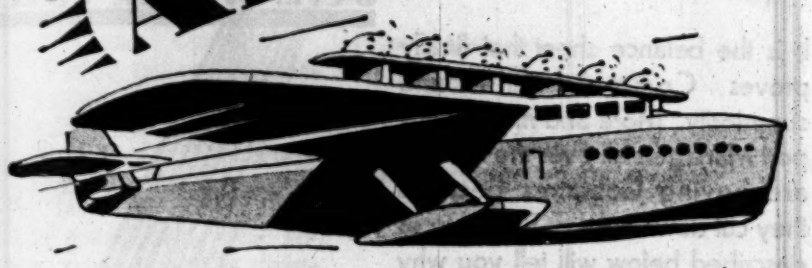

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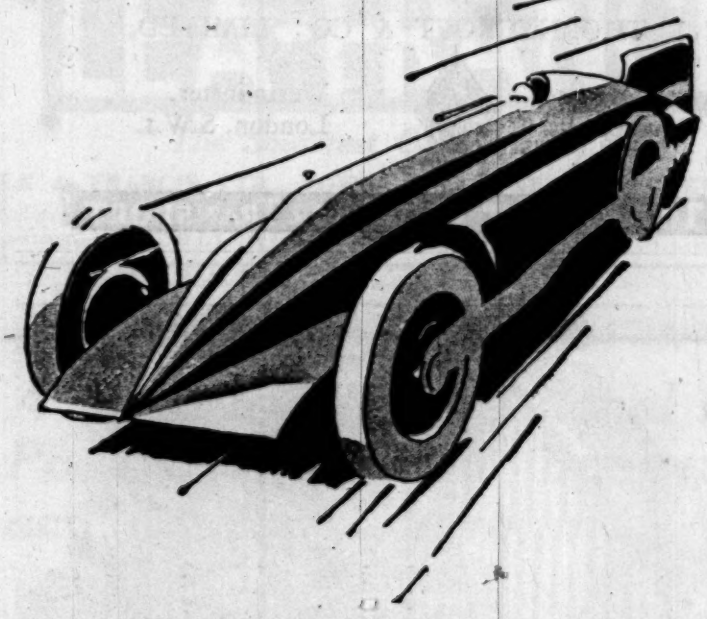
IRISH INTERNATIONAL GRAND PRIX
First in Classes G & H & Team Prize (Lea-Francis)

SAN SEBASTIAN GRAND PRIX
First: Chiron (Bugatti)

R.A.C. INTERNATIONAL T.T., ULSTER
First in Classes G & H



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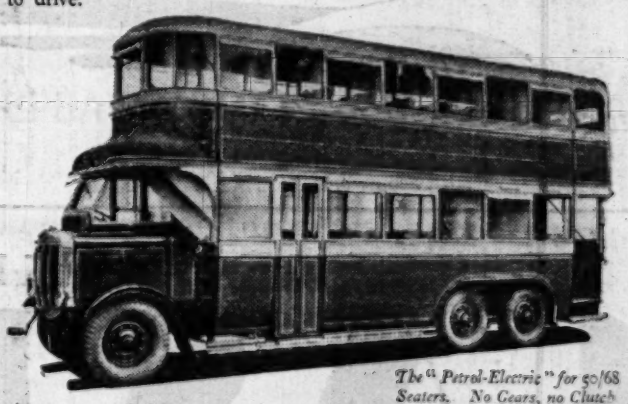

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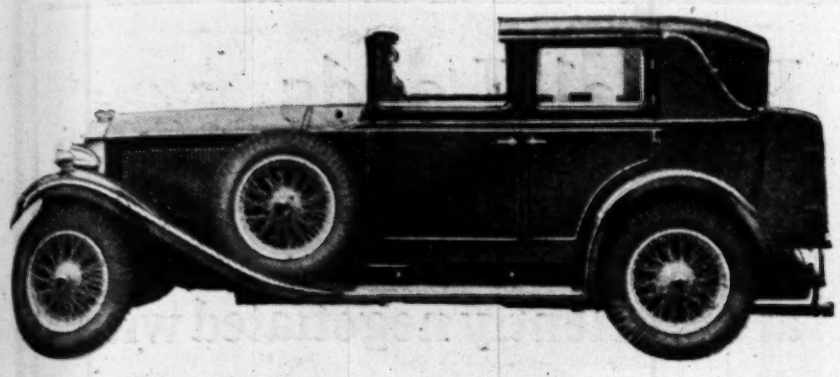

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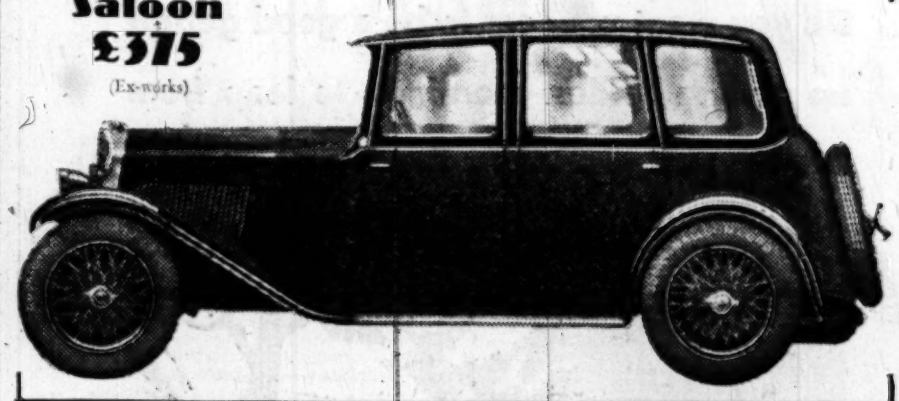

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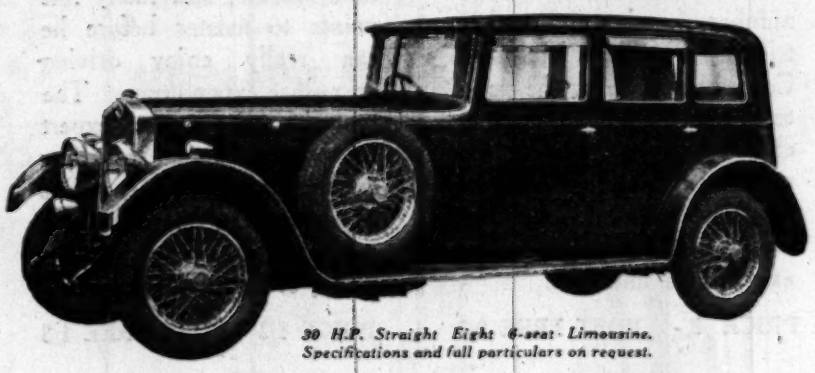

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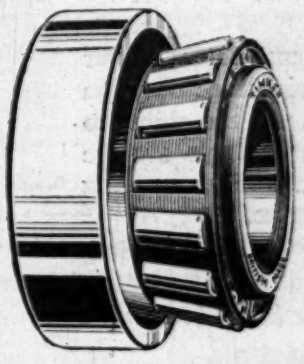

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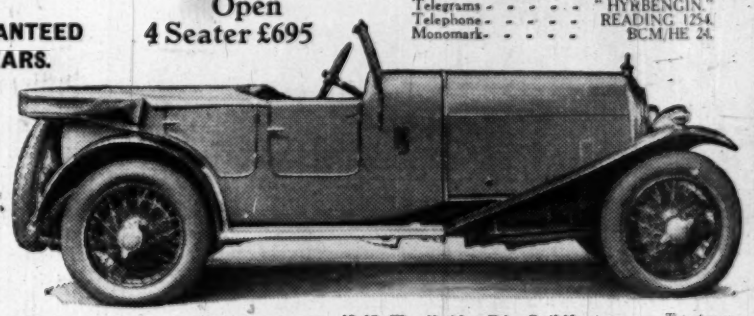

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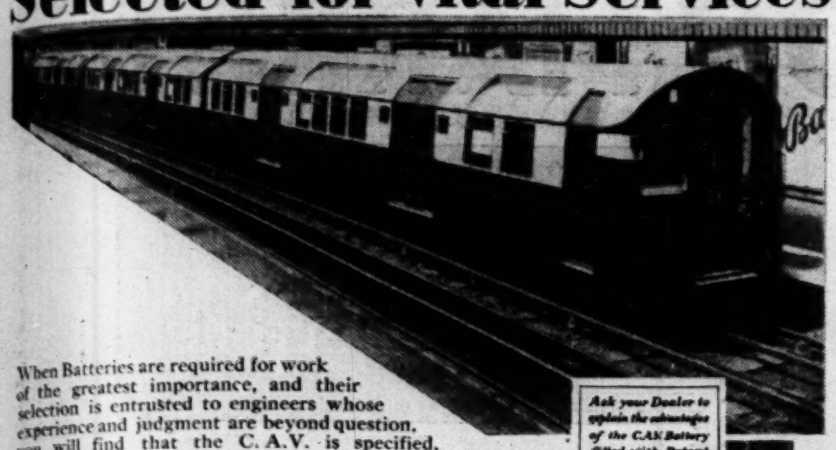

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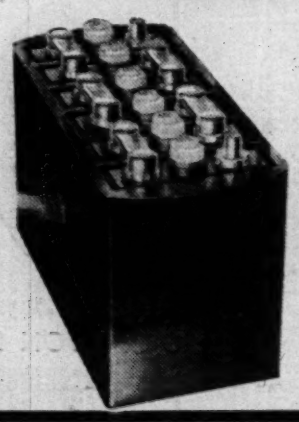

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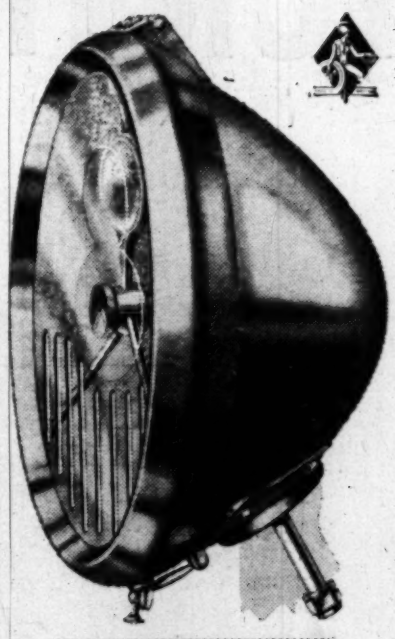

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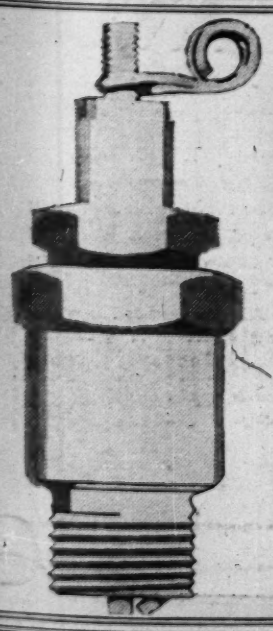

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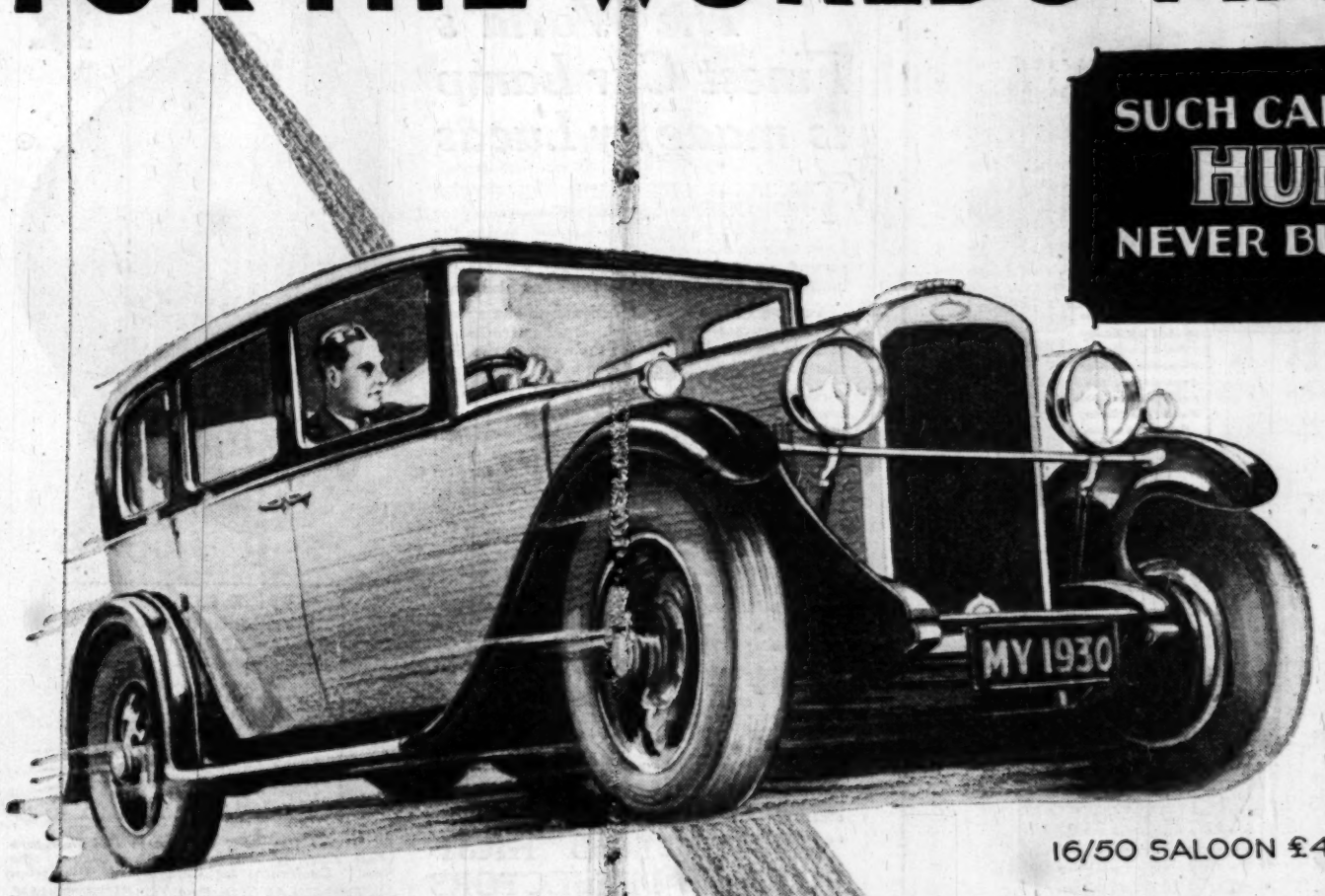

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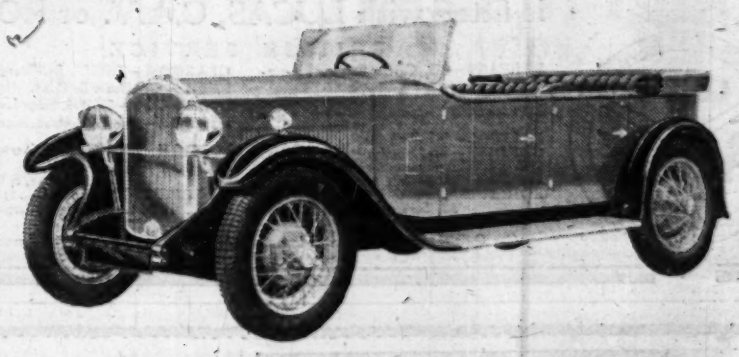

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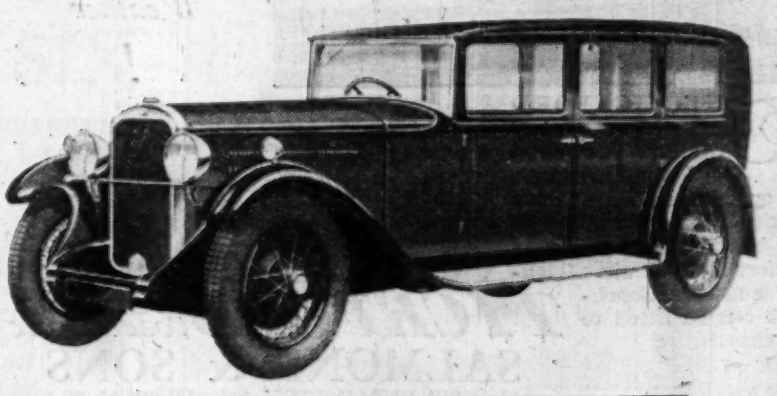

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